**From:** kcozzypilot@aol.com
**To:** AAF_Comments@vhb.com
**Cc:** Kcozzypilot@aol.com
**Subject:** Opposition To All Aboard Florida!
**Date:** Thursday, November 13, 2014 9:37:25 AM

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Dear Mr. Winkle,

I am writing to you as a resident of Martin County to express my opposition to the All Aboard Florida rail service proposal. This rail service would have dire negative effects on numerous aspects of our daily lives here on the Treasure Coast!

Noise pollution, barriers to boating navigation, and restricted access to emergency medical resources are just a few of the major detrimental effects this rail service would cause! The proposed 16 Northbound trains and 16 Southbound trains as well as cargo rail would create an absurd number of bridge/crossing closures on a daily basis. It has been estimated that the main boating bridge used by thousands of resident boaters, including me and my family, would be open for only 20 minutes an hour! For what? So residents of South Florida can get to Orlando! The premise of the whole whole concept doesn't make sense as these same visitors are going to need a rental car in Orlando upon arrival, anyway.

Please actually listen to the tens of thousands of opposers of this rail idea! Don't forever negatively affect the great lifestyle we have built and continue to strive for here on the Treasure Coast.

Sincerely,

Chase Osborn
Martin County Resident

Sent from AOL Mobile Mail

| | |
|---|---|
| **From:** | rcnell@comcast.net |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | rick scott; Bill@billnelson.senate.gov; Greg Langowski; CongressmenPatrick Murphy; traylor, kc; joenegron@joenegron.com |
| **Subject:** | Opposition to All Aboard Florida |
| **Date:** | Tuesday, October 14, 2014 1:58:50 PM |

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.

Richard C. Nell

Stuart, FL

| | |
|---|---|
| **From:** | rcnell@comcast.net |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | rick scott; bill@billnelson.senate.gov; Greg Langowski; CongressmenPatrick Murphy; joenegron@joenegron.com; Ed Fielding; Doug Smith; Ann Scott; Sarah Heard; traylor, kc |
| **Subject:** | Opposition to All Aboard Florida |
| **Date:** | Tuesday, October 14, 2014 2:33:04 PM |
| **Attachments:** | AAF -Martin-Health-Systems-Letter-from-Mark-R-1.pdf |

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.

Susan Garnett

Stuart, FL

**From:** tom@ttreks.com
**To:** AAF_Comments@vhb.com
**Subject:** Opposition to All Aboard Florida
**Date:** Tuesday, October 28, 2014 9:53:47 PM

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I am unable to attend in person. I am vehemently opposed to this project. It serves the needs of very few at the expense of us working folks. Grade crossings are dangerous and with all the scheduled Orlando trains in addition to increased freight traffic we will be greatly inconvenienced. Emergency vehicles will be delayed, marine traffic will be slowed to a trickle.

Respectfully
Thomas Quinn
Stuart Florida

**From:** Byrne Dennis
**To:** AAF_Comments@vhb.com
**Subject:** Opposition to All Aboard Florida
**Date:** Monday, December 1, 2014 3:04:18 PM

---

Dear Mr. Winkle,

I am writing to express my opposition to the All Aboard Florida plan as it stands in it's present form. I also feel that the environmental impact studies that have been conducted by AAF have been incomplete and inadequate, ignoring many issues along the planned route through the Treasure Coast. The multiple at grade railroad crossings and bridges over waterways will be severely negatively impacted causing traffic backups on roads and rivers. The Indian River Medical Center in Vero Beach is located only 1 mile east of the railroad route. Emergency vehicles approaching from the west will encounter numerous delays due to the planned increase in rail traffic.

In the Northeast the Amtraks and the subways can claim that they are facilitating the daily commutes of millions of working people, but I do not think they can make that argument here. Most of the trains in the Northeast run underground or on trestles that do not affect regular vehicular traffic, but FEC and AAF are planning at grade railroad crossings that will intersect hundreds of roads. The noise, vibration, environmental effects and dangers of this ill-conceived network have not been adequately addressed or have been outright ignored.

There are existing railways located west of the more populous ares of Martin, St. Lucie, and Indian River Counties that could be expanded and used as a very appropriate route for passengers and freight traveling between Miami and Orlando. It would be safer for people living in the counties and cleaner environmentally for the multiple waterways that exist near the intercoastal waterways.

There are better ways to ship freight between Miami and Orlando, and if FEC still clings to the idea that a passenger train between Miami and Orlando is a good idea, they can build it direct and skip the Treasure Coast. I have no doubt that building railroad tracks and stations will mean jobs for Floridians, but those jobs will exist wherever the tracks are built. Right now the main argument for All Aboard Florida is that the tracks already exist, so no further input from our citizens is necessary or justified, but because the tracks are already there does not mean the railroads can ignore the communities they pass through. The time to properly tabulate and realize the negative financial, environmental and existential effects this project will have on our area is now. Independent studies of these issues are vital to expose the consequences of the plan. It would be very short-sighted of you and our other elected officials to listen only to the needs of the railroad company and ignore the very real ways the Treasure Coast will be affected by cutting our towns in half, bringing traffic to a standstill, holding up emergency vehicles, and wasting our time. I will continue to oppose this plan with my money and with my votes.

I urge you to ask FEC to be good citizens and reconsider their plans for this expensive and destructive project.

Sincerely,

Dennis Byrne
4841 River Village Drive
Vero Beach, FL

| | |
|---|---|
| **From:** | Peter STITT |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | cgpresnell; Constance Crocker; Gary Callaway; Guy Pelchat; Don Jones; Congressman Bill Posey; Peter STITT; Rep John Tobia; sam yahoo boor yahoo |
| **Subject:** | Opposition to All Aboard Florida |
| **Date:** | Saturday, October 11, 2014 1:23:27 AM |

Gentlemen:

Please register my opposition to the plan to run many daily passenger trains right through commercial and nearby residential areas of Melbourne, Florida. The less frequent freighters are already noisy and an aggravation when waiting at crossings. The very frequent proposed passenger trains would be much worse. Since there are to be no stops in this area, let them run the tracks west of the urban areas, out with the alligators and cows. That way no one is annoyed by the noise, no crossing accidents or frequent delays. Or let the tracks run along I-95, with fewer crossings and already existing high levels of truck noise. **To allow them to constantly run passenger trains right through populated areas that are not even served by the trains is absurd, exploitive of our communities!**

Do not let these railroaders have any tax dollars. Do not let them turn our lovely US1 corridor into their rail yard! The proposed constant passing of passenger trains through our neighborhoods is an outrage! Make them go somewhere else.

Peter Stitt
2250 Golf Isle Dr. Unit 506
Melbourne, FL 32935
pcstitt@msn.com

**From:** margo k
**To:** AAF_Comments@vhb.com; John.Winkle@DOT.Gov
**Cc:** Floridanotallaboard@gmail.com
**Subject:** Opposition to Granting a Federal Loan to Florida All Aboard
**Date:** Tuesday, November 25, 2014 6:47:15 PM

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I am adamantly opposed to granting a federal loan to Florida All Aboard.

If Florida All Aboard's idea of creating a commuter rail from Miami to Orlando is a good one, why couldn't they get private industry to invest in it? Why must taxpayers be the ones to fund a business that will end up failing. I believe it will fail because it is just a bad idea from a safety standpoint, an environmental standpoint and a geographic standpoint.

How many people will want to take a train from Miami to Orlando? I would say very few. Families will fly from their home towns or home states directly to Orlando and not by way of Miami. Will Disney World customers want to take any extended vacation to Miami? While Miami has many appealing features, it is not known as a family destination.

How many people and animals will be hurt or killed because the tracks will go through unfenced towns at a speed of 110 MPH? How many people will die waiting for EMTs/ambulances that are being held up at railroad crossings? Will personal and class-action lawsuits end up bankrupting Florida All Aboard leaving taxpayers to foot the bill for the loan?

What impact will Florida All Aboard have on the towns it passes through? It will be going through historic districts, pass close to homes, eliminate downtown parking spaces that are too few to begin with, negatively change the appeal of these cities and towns, and drastically affect the marine industry. Will boaters want to come to Florida if they have to wait a long time for bridge after bridge to open?

These are just some of the reasons I am against granting Florida All Aboard a federal loan. It is just a bad investment.

Sincerely,

Stephen Kelley
32 Harbour Isle Drive W, PH06
Fort Pierce, FL 34949

kelley.steve@gmail.com

| | |
|---|---|
| **From:** | margo k |
| **To:** | AAF_Comments@vhb.com; John.Winkle@DOT.Gov |
| **Cc:** | Floridanotallaboard@gmail.com |
| **Subject:** | Opposition to Granting a Federal Loan to Florida All Aboard |
| **Date:** | Tuesday, November 25, 2014 6:25:30 PM |

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I am adamantly opposed to granting a federal loan to Florida All Aboard.

If Florida All Aboard's idea of creating a commuter rail from Miami to Orlando is a good one, why couldn't they get private industry to invest in it? Why must taxpayers be the ones to fund a business that will end up failing. I believe it will fail because it is just a bad idea from a safety standpoint, an environmental standpoint and a geographic standpoint.

How many people will want to take a train from Miami to Orlando? I would say very few. Families will fly from their home towns or home states directly to Orlando and not by way of Miami. Will Disney World customers want to take any extended vacation to Miami? While Miami has many appealing features, it is not known as a family destination.

How many people and animals will be hurt or killed because the tracks will go through unfenced towns at a speed of 110 MPH? How many people will die waiting for EMTs/ambulances that are being held up at railroad crossings? Will personal and class-action lawsuits end up bankrupting Florida All Aboard leaving taxpayers to foot the bill for the loan?

What impact will Florida All Aboard have on the towns it passes through? It will be going through historic districts, pass close to homes, eliminate downtown parking spaces that are too few to begin with, negatively change the appeal of these cities and towns, and drastically affect the marine industry. Will boaters want to come to Florida if they have to wait a long time for bridge after bridge to open?

These are just some of the reasons I am against granting Florida All Aboard a federal loan. It is just a bad investment.

Sincerely,

Margaret Kelley
32 Harbour Isle Drive W, PH06
Fort Pierce, FL 34949

margok1998@yahoo.com

**From:** Jfishervb
**To:** AAF_Comments@vhb.com
**Subject:** Opposition to planned AAF
**Date:** Monday, December 1, 2014 2:50:14 PM

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I am absolutely and totally opposed to this plan to run all those trains daily through my town of Vero Beach and the entire Treasure coast. The harm to the environment , the noise and disruption to all of us living here and reduction in our Quality of Life is not worth it just for them to make more money on freight. Put this in your backyard NOT ours!

I have two alternatives. One is that you move this project to the tracks west of I 95 where it will not be going through so many towns and cities. I am sure if they really want to they can work out a deal with the RR that owns that. The second alternative would be that you only do 2 or 3 trains a day for one or two years and prove that the passenger service is needed and is profitable. Only after it's proven to be a real need can you add additional trains.

I am 150% against any form of government loan, backing or guarantee for the money AAF is requesting. Let the venture capitalist fund this if they think it's such a great investment. We WANT a truly INDEPENDENT environmental impact study done before anything is done. The one paid for by AAF is extremely bias and flawed!

Joe Fisher

Sent from my iPad

**From:** STACY SULLIVAN
**To:** AAF_Comments@vhb.com
**Subject:** Opposition to using FEC railroad tracks for All Aboard Florida
**Date:** Tuesday, December 2, 2014 7:04:21 AM

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I am writing to voice my opposition of the All Aboard Florida high speed train system. Although I think it has merit as a mode of transportation I do think that using the FEC tracks is highly insensitive and dangerous for several reasons the greatest being it's impact on the environment. Using the railroad tracks further west may be a better option. The waterways along the coast that the trains would be affecting are already endangered and all of this additional traffic will be devastating. I do not believe the environmental effects have been duly investigated.
Thank you for your attention to the opinion of one more taxpaying voter.

Sincerely,
Stacy Sullivan
Palm Beach Gardens, FL

| | |
|---|---|
| **From:** | James Anaston-Karas |
| **To:** | AAF_Comments@vhb.com; john.winkle@dot.gov |
| **Subject:** | Outline of Comments/Objections to All Aboard Florida DEIS |
| **Date:** | Thursday, November 6, 2014 1:09:44 PM |
| **Attachments:** | image002.png<br>FRA transmittal Final.pdf<br>DEIS public information meeting 10-28-14.pdf |
| **Importance:** | High |

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Return Receipt Requested

Mr. John Winkle
Florida Railroad Administration

Dear Mr. Winkle:

Please find attached comments submitted on behalf of a coalition of concerned and affected parties.

Sincerely,

***Jim Anaston-Karas***
Planning, Facilitation & Advocacy
6014 SW Mapp Road, Palm City, FL 34990 USA
jeakaras@gmail.com 772.341.0524 Skype: james.anaston.karas

Attachments (2)
c: See circulation list

**From:** Patricia Michelle Schlefsky
**To:** AAF_Comments@vhb.com
**Subject:** OWNERSHIP OF THE FEC RAILWAY CORRIDOR IS UNCLEAR
**Date:** Monday, November 24, 2014 6:32:58 PM

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My Name: Patricia Michelle Schlefsky

My Email: mishikhan@msn.com

My Address:

1947 Tamara Trail
Vero Beach, Fl
32966

As per the study conducted by the Jupiter Town Council, much of the FEC right of way through Jupiter was established through an easement dedicated by the United States of America by act of Congress on March 3, 1875. Limited lands used by FEC were acquired through fee simple deeds. Further investigations into the ownership of the FEC rail corridor through Jupiter has determined that a portion of the property may not fall under sole ownership of FEC and/or FEC is not a fee simple controlling party to title of the railroad right of way.

Perhaps more importantly, the entire rail corridor has been dedicated to the use of the public. For over a century, the FEC has used this dedication to the public to its advantage through tax exemptions and the ability to secure public funding for improvements and maintenance in the corridor.

In consideration of All Aboard Florida, it is reported that the rail corridor is “privately held” and under the complete control and jurisdiction of the railroad company. As such, FEC and AAF purport that state or local governments have no grounds to approve or deny the project as the advocate for the “public”. Even though some of the lands may have originally been held in private hands, the “public” designation assigned to some of the property may have modified the original private land rights in some measure to consider the “public’s interest” in how the right of way is used.

Given these observations, we would like clarification on ownership issues within the corridor to support the position that AAF/FEC has the ability to 1) expand capacity within the ROW without any public input and 2) charge local units of government lease payments for use of public crossings and necessary improvements to railroad crossings.

Sincerely,
Patricia Michelle Schlefsky

**Recipients**
Designated Comments Email as Provided In EIS Draft
Office of Rail Road Policy and Development
Department of Rail Safety
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Patrick Murphy
Congressman Paul Ryan

**From:** Stephen Winchell
**To:** AAF_Comments@vhb.com
**Subject:** OWNERSHIP OF THE FEC RAILWAY CORRIDOR IS UNCLEAR
**Date:** Saturday, November 22, 2014 2:48:38 PM

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My Name: Stephen Winchell

My Email: stephen.winchell@comcast.net

My Address:

1648 Jupiter Cove Dr, Unit 615
Jupiter, FL 33469

As per the study conducted by the Jupiter Town Council, much of the FEC right of way through Jupiter was established through an easement dedicated by the United States of America by act of Congress on March 3, 1875. Limited lands used by FEC were acquired through fee simple deeds. Further investigations into the ownership of the FEC rail corridor through Jupiter has determined that a portion of the property may not fall under sole ownership of FEC and/or FEC is not a fee simple controlling party to title of the railroad right of way.

Perhaps more importantly, the entire rail corridor has been dedicated to the use of the public. For over a century, the FEC has used this dedication to the public to its advantage through tax exemptions and the ability to secure public funding for improvements and maintenance in the corridor.

In consideration of All Aboard Florida, it is reported that the rail corridor is “privately held” and under the complete control and jurisdiction of the railroad company. As such, FEC and AAF purport that state or local governments have no grounds to approve or deny the project as the advocate for the “public”. Even though some of the lands may have originally been held in private hands, the “public” designation assigned to some of the property may have modified the original private land rights in some measure to consider the “public’s interest” in how the right of way is used.

Given these observations, we would like clarification on ownership issues within the corridor to support the position that AAF/FEC has the ability to 1) expand capacity within the ROW without any public input and 2) charge local units of government lease payments for use of public crossings and necessary improvements to railroad crossings.

Sincerely,
Stephen Winchell

**Recipients**
Designated Comments Email as Provided In EIS Draft
Office of Rail Road Policy and Development
Department of Rail Safety
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Patrick Murphy
Congressman Paul Ryan

| | |
|---|---|
| **From:** | Kathleen Taylor |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | Gail Richardson |
| **Subject:** | Passenger rail service along East Coast Florida |
| **Date:** | Sunday, October 19, 2014 1:33:03 PM |

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Dear Mr. Winkle:

The reasons I am opposed to the expansion of railroad service in Vero Beach and other areas along our Florida Coast are as follows:
1) Trains will block our vital east/west arteries causing delays in emergency services—both health and security.
2) Trains will further interfere with boat traffic on bridges that must be lowered to allow passage of trains.
3) The freight trains we now have already cause noise, dirt, vibrations, and delays, as well as property devaluation.
4) Environmental effects have yet to be evaluated by an independent party—i.e. one *not* hired by the railroad.
5) What Florida has to "sell" is its fabulous beaches. Why interfere with and compromise our major asset.
6) We are aware that passenger rail service has NEVER been able to function independent of governmental subsidies *anywhere* in the WORLD. It will also not do so here.

When (not if) it fails, we do not wish to pay for these services. A railway that cuts only 30 min off the current time between Miami and Orlando—and leaves a passenger "carless" in the destination city—is of no value to the bulk of potential rail passengers.
It is apparent that none of these plans is for the purpose of increasing passenger travel options, but rather to have expensive railway upgrades, have the passenger services go 'belly up", and make the increased infrastructure available for lucrative freight services— all paid for by our taxes.
As a public servant, I am urging you to consider the benefit of the public. We neither want it, nor want to pay for it.
Please decline their request for passenger services.

Respectfully,

Kathleen E. Taylor, MD
resident of Vero Beach, Fl

| | |
|---|---|
| **From:** | Bunnie KEEN |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Passenger Train Proposal |
| **Date:** | Monday, December 1, 2014 10:25:13 AM |

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Sirs:

We are writing this letter to protest the planned "Fast Train" that would run on FEC tracks through our city of Fort Pierce, Fl. We live in High Point of Ft. Pierce which is less than one mile west of the tracks. Between us and the tracks is the Savannahs which is a marshy/wet area with no trees growing in it. When a train travels in this area and there is a wind blowing out of the east the train noise is so great it sounds as though the train is running through our condo. This is true with just the freight trains presently running. With the proposed thirty two "fast trains" plus an increase in the freight traffic it will make our area unbearable due to the noise and increase in diesel exhaust from the number of trains.

Please do not allow this to happen that would destroy our peaceful and healthful lifestyle.

Sincerely,

Bunnie E. Keen
Shirley H. Keen

**From:** CATHY
**To:** AAF_Comments@vhb.com
**Subject:** passenger train through Vero Beach
**Date:** Sunday, November 30, 2014 4:47:29 PM

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Dear Sir,

I am adding my thoughts regarding a passenger train from Miami to Orlando going through Vero Beach a total of 32 times daily.

Why would our residents want it if it will not stop here to pick up and drop off passengers? How many people would ride it? How profitable would it be? What would happen to the beautiful Eastern seaboard of Florida?

I live two blocks from the railroad tracks. The value of my property would decline. I respectfully ask that you scrap this plan as it affects the lives of too many good people.

Thank you for taking the time to read this.

Sincerelyt,

Catherine Hickson Champagne
380 Grove Isle Circle
Very Beach, Fl 32962

| | |
|---|---|
| **From:** | Lynn Kudlack |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Passenger trains |
| **Date:** | Tuesday, December 2, 2014 11:03:17 AM |

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As residents of Vero Beach, my husband and I are strongly opposed to the passenger trains proposed to run between Orlando and Miami.There will never be enough passengers to support that many trains. It seems to be a highly speculative proposal that is bound to fail and taxpayers will be left holding the bill. It also will totally disrupt a quiet way of life without bringing any benefit to the local population.

The Federally supplied $1.6 billion loan to upgrade FEC's infrastructure is more likely a ploy to eventually bring additional freight from the Panama Canal, once the passenger trains prove to be unprofitable.

As the recent election clearly indicated, the voters are more than willing to remove ineffective career politicians and replace them with public servants who actually listen to the public. The residents have been quite vocal about their opposition and expect their voices to be heard.

Sincerely,
Lynn and Richard Kudlack
Vero Beach

| | |
|---|---|
| **From:** | Sue Q |
| **To:** | AAF_Comments@vhb.com; John.Winkle@DOT.Gov |
| **Subject:** | Petition and comment on AAF Environmental Impact Statement |
| **Date:** | Wednesday, December 3, 2014 5:44:40 PM |
| **Attachments:** | AAF Petition.pdf |

---

Dear Mr. Winkle,

We implore you to require further inquiry by a neutral third party into the environmental impact of the AAF passenger rail service proposed. The current impact statement is woefully inadequate and ignores or glosses over substantial and irreversible impacts.

These include but are not limited to substantial navigation impact to river traffic from constant bridge closures, and the impact to emergency vehicles and all drivers from grade crossings being closed and the resulting traffic back ups 54 times a day. Air quality is cited as being improved but this ignores the additional hours millions of cars will spend idling at crossings.

Noise impact has focused on horns at grade crossings but ignores the non-mitigatable noise created by 54 trains themselves as they pass through residents' backyards, populated towns, businesses and recreational land along nearly the length of Florida's eastern coast.

Wetlands and floodplains impact need to be studied and documented rather than dismissed as negligible, as does the impact on our wildlife and fish habitat.

And the very significant negative impact to residents and visitors all along the proposed north/south corridor is perhaps the most significant of all. The alternative routes were dismissed in the impact statement as too expensive for AAF to pursue, thus putting the true cost of this project squarely on the shoulders of residents in reduced quality of life, reduced property values, reduced tourism dollars, and the decimation of our irreplaceable coastline.

It seems deserving of much further inquiry that this project may prove to be far better suited to one of the three alternatives cited in the report: the CSX Corridor; an alternative that parallels I-95, or an alternative that parallels the Florida Turnpike.

Thank you for your time and your consideration; our names are signed on the attached petition.

Sincerely and gratefully,
Sue Quate
Fort Pierce, FL
772-801-5443

| | |
|---|---|
| **From:** | Richard Baker |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | David Cox |
| **Subject:** | PIAS Comment on AAF12-2-14 |
| **Date:** | Wednesday, December 3, 2014 4:22:58 PM |
| **Attachments:** | PIASCommentonAAF12-2-14.docx |

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Mr. Winkle,

Please see my attached letter. The original has been mailed.

Richard Baker

**From:** Jane Greenwasser
**To:** "Andrew.W. Phillips"@usace.army.mil; AAF_Comments@vhb.com; John.Winkle@dot.gov
**Subject:** Plan to send more trains through Martin County, Fl.
**Date:** Friday, October 17, 2014 12:41:11 PM

---

Sirs:
Of all the moves by government, this has to be bordering on insanity.
Our peaceful way of life will be jeopardized if the number of trains
materialize as planned.
Then, there's the matter of tourist trade being in decline as a result
of inconvenience for the
driving and boating visitors.
We cannot afford the upkeep/maintenance which will fall on our
taxpayers, many of whom are
retired folks living on fixed incomes.
We know this is to accommodate the freight industry. The public is not
so naive that we don't
"get it."

We ask your intrusion into financing such a foolish endeavor. It will
come back to haunt us
just as prior train debacles.
Thank you for your consideration.

Sincerely,
Dr. & Mrs. Ralph Greenwasser
Stuart, Fl.

**From:** Bing French
**To:** AAF_Comments@vhb.com
**Subject:** Please cancel All Aboard
**Date:** Saturday, September 27, 2014 4:26:46 PM

---

To all concerned:

I paid good money to retire in beautiful Vista Royale at 49-106 Woodland Drive in Vero Beach. The noise of 32 trains a day certainly will destroy the wonderful tranquility not even to mention the confusion of trying to drive to stores, health clinics and errands. The value of my property will certainly dive and leave me holding the bag for the benefit of the noisy big cities.

Please use your good judgement and cancel the destruction of Florida as a gorgeous retirement state.

Don French
919-467-8515
bingo3133@gmail.com

| | |
|---|---|
| **From:** | Sheila preston |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands |
| **Date:** | Tuesday, December 2, 2014 2:08:11 AM |

---

My Name: Sheila preston

My Email: sheilapbsn@aol.com

My Address:

281 Durham H. Deerfield Beach. Fl 33442

Dear Mr. Phillips,

Every time we read something else about Florida East Coast Railroad's proposal to add a ridiculous number of trains to its right-of-way between Miami and Orlando, I find yet another reason to question the sanity of the investors behind it. This time it is the environmental impact, and hence our plea to you to play serious hardball with the FEC!

The increasingly controversial DEIS commissioned by the railroad asserts that noise and vibration will be contained within the right-of-way. Really? We have lived for 20 years about 300 yards from the track. While I have tuned out the noise of the rumbling freight trains, we still have to readjust pictures hanging crookedly on my walls because of vibration. That is of no concern to you, but it should peak your curiosity about the impact of noise and vibration on the wetlands through which the trains pass. Trying to estimate the cumulative impact of four times as many trains on these environmentally sensitive areas is a **tragic scenario I hope we never witness because by then it will be too late**.

Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.!

Thank you.

Sincerely,
Sheila preston

| | |
|---|---|
| **From:** | Grey Perna |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please deny the permit for All Aboard Florida & conduct a public meeting until detailed studies can be completed to determine animal movement corridors |
| **Date:** | Monday, December 1, 2014 11:29:48 AM |

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My Name: Grey Perna

My Email: greyperna@comcast.net

My Address:

1456 NE Ocean Blvd
Stuart, FL. 34996

I'm speaking up for wildlife!

No retrofit of existing rails is proposed to prevent animal mortality along the entire 195-mile long north-south portion of the proposed All Aboard Florida rail project. The existing single-rail track affects the movement of wildlife, particularly in natural areas. Adding 32 high-speed trains per day will lead to further animal mortality, a factor which doesn't seem to be addressed anywhere in the EIS. Everywhere the rail bisects natural habitats in conservation lands (e.g., Jonathan Dickinson State Park, Hobe Sound National Wildlife Refuge, Savannas Preserve State Park, etc.) detailed studies should be done to determine animal movement corridors. Site-specific countermeasures (underpasses, vegetative buffers to alter bird flight pathways, embedded fencing to prevent gopher tortoise mortality, etc.) can then be designed to minimize impact.

Scrub jays, gopher tortoises, gopher frogs, wood storks, and others warrant protection.

It is no wonder that no wildlife crossings are planned in the north-south route. All Aboard Florida apparently hasn't conducted the studies to know where such crossings are needed and what the design should be.

Based on years of monitoring along major infrastructure corridors in Everglades National Park, we know wildlife crossings work. The Corps should not issue a permit until All Aboard Florida conducts studies that are intensive enough to submit plans for minimization of impacts to wildlife.

Sincerely,
Grey Perna

| | |
|---|---|
| **From:** | Harolyn Keeney |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please deny the permit for All Aboard Florida & conduct a public meeting until detailed studies can be completed to determine animal movement corridors |
| **Date:** | Tuesday, December 2, 2014 8:43:04 AM |

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My Name: Harolyn Keeney

My Email: sokeen1@aol.com

My Address:

P O Box 493
Long Key Florida 33001

I'm speaking up for wildlife!

No retrofit of existing rails is proposed to prevent animal mortality along the entire 195-mile long north-south portion of the proposed All Aboard Florida rail project. The existing single-rail track affects the movement of wildlife, particularly in natural areas. Adding 32 high-speed trains per day will lead to further animal mortality, a factor which doesn't seem to be addressed anywhere in the EIS. Everywhere the rail bisects natural habitats in conservation lands (e.g., Jonathan Dickinson State Park, Hobe Sound National Wildlife Refuge, Savannas Preserve State Park, etc.) detailed studies should be done to determine animal movement corridors. Site-specific countermeasures (underpasses, vegetative buffers to alter bird flight pathways, embedded fencing to prevent gopher tortoise mortality, etc.) can then be designed to minimize impact.

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Sincerely,
Harolyn Keeney

**From:** MABEL VOGEL
**To:** AAF_Comments_Reply
**Subject:** Please deny the permit for All Aboard Florida & conduct a public meeting until detailed studies can be completed to determine animal movement corridors
**Date:** Sunday, December 7, 2014 7:35:18 AM

---


My Name: MABEL VOGEL

My Email: MABVOG@AOL.COM

My Address:

6978 SE GOFHOUSE DR
HOBE SOUND, FL 33455


I'm speaking up for wildlife!

No retrofit of existing rails is proposed to prevent animal mortality along the entire 195-mile long north-south portion of the proposed All Aboard Florida rail project. The existing single-rail track affects the movement of wildlife, particularly in natural areas. Adding 32 high-speed trains per day will lead to further animal mortality, a factor which doesn't seem to be addressed anywhere in the EIS. Everywhere the rail bisects natural habitats in conservation lands (e.g., Jonathan Dickinson State Park, Hobe Sound National Wildlife Refuge, Savannas Preserve State Park, etc.) detailed studies should be done to determine animal movement corridors. Site-specific countermeasures (underpasses, vegetative buffers to alter bird flight pathways, embedded fencing to prevent gopher tortoise mortality, etc.) can then be designed to minimize impact.

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Sincerely,
MABEL VOGEL

| | |
|---|---|
| **From:** | Paula Fancher |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please deny the permit for All Aboard Florida & conduct a public meeting until detailed studies can be completed to determine animal movement corridors |
| **Date:** | Monday, December 1, 2014 11:30:33 AM |

---

My Name: Paula Fancher

My Email: kfancher@cfl.rr.com

My Address:

1200 Cimarron Circle NE
Palm Bay, Fl. 32905

I'm speaking up for wildlife!

No retrofit of existing rails is proposed to prevent animal mortality along the entire 195-mile long north-south portion of the proposed All Aboard Florida rail project. The existing single-rail track affects the movement of wildlife, particularly in natural areas. Adding 32 high-speed trains per day will lead to further animal mortality, a factor which doesn't seem to be addressed anywhere in the EIS. Everywhere the rail bisects natural habitats in conservation lands (e.g., Jonathan Dickinson State Park, Hobe Sound National Wildlife Refuge, Savannas Preserve State Park, etc.) detailed studies should be done to determine animal movement corridors. Site-specific countermeasures (underpasses, vegetative buffers to alter bird flight pathways, embedded fencing to prevent gopher tortoise mortality, etc.) can then be designed to minimize impact.

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It is no wonder that no wildlife crossings are planned in the north-south route. All Aboard Florida apparently hasn't conducted the studies to know where such crossings are needed and what the design should be.

Based on years of monitoring along major infrastructure corridors in Everglades National Park, we know wildlife crossings work. The Corps should not issue a permit until All Aboard Florida conducts studies that are intensive enough to submit plans for minimization of impacts to wildlife.

Sincerely,
Paula Fancher

**From:** Nancy Silverberg
**To:** AAF_Comments@vhb.com
**Subject:** Please derail aaf
**Date:** Saturday, November 8, 2014 9:50:51 AM

---

Please do not ruin the ambiance of our beautiful downtown Jensen Beach with 32 more train crossings. It will be devastating to pedestrians, drivers, and boaters. Please cancel or move AAF out west.

Sincerely,
James Silverberg

**From:** Nancy Silverberg
**To:** AAF_Comments@vhb.com
**Subject:** Please derail AAF
**Date:** Saturday, November 8, 2014 9:46:48 AM

---

Please don't ruin the ambiance of our beautiful downtown Jensen Beach with 32 more train crossings. It will be devastating to pedestrians, drivers, and boaters. Jim Silverberg

| | |
|---|---|
| **From:** | Sue Q |
| **To:** | AAF_Comments@vhb.com; John.Winkle@DOT.Gov |
| **Cc:** | Floridanotallaboard@gmail.com |
| **Subject:** | Please do not allow AAF to proceed in this location! |
| **Date:** | Friday, November 28, 2014 2:28:13 PM |

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Dear Mr. Winkle and Governor Scott,

I am literally sick with dismay over the prospect of All Aboard Florida in its currently planned location and refuse to believe that Florida East Coast Industries can force such an intrusion into our lives. This is such a critical time for the Federal Railroad Administration and Florida's elected officials to act to stop this aberration NOW. Please do not allow this project to proceed in this location!

This project is a railroad superhighway that will bisect two-thirds of Florida's beautiful east coast corridor, cutting off the millions who live along it from their towns and historic areas, from the Indian River Lagoon and from access to the ocean, for private profit! Every benefit cited by Florida East Coast Industries and other supporters, if true, would still exist using an alternate route to the west with less negative impact. To allow the proposed double track carrying 52 trains daily through our neighborhoods and along our coastline is truly tragic and the damage irreversible.

I invite you to drive along Indian River Drive to see firsthand the amazing beauty there. To allow this railroad expansion here is like allowing a freeway to be built along the beach. It's crazy, it's dangerous, and FEC is the only profiteer.

I am not alone in having worked and saved up for all of my adult life in order to come enjoy the beauty and tranquility of the Treasure Coast. If allowed to proceed, the potential cost of AAF will be on all the residents' shoulders, just to save FEC some cost associated with alternate routes. **Please stand up for the residents and our coastal environment and STOP All Aboard Florida in its currently planned location.** The benefits and the thanks will be eternal.

Most sincerely,

Sue Quate

4240 Gator Trace Ave #E

Fort Pierce, FL 34982

772-801-5443

suequ8@gmail.com

**From:** Esther Guzman
**To:** AAF_Comments@vhb.com
**Subject:** Please do not let all aboard florida happen
**Date:** Wednesday, November 5, 2014 6:18:55 PM

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

Dear Mr. Winkle:
I am from Florida and I am not aboard all aboard Florida. This is a terrible project, that will only bring chaos to Fort Pierce, the city where I reside. I live in the barrier island and currently the freight trains cause traffic jams every time they pass. Since they are not very frequent, we live with the chaos. However, increasing the number of trains passing through Fort Pierce would make traffic unbearable. Train crossings are a few feet apart, so the train would need to blow its whistle pretty much all the time it passed through our city. This would be unbearable. Moreover, there is hardly space for the current tracks that exist for the freight trains. I do not know where more tracks would be placed without harming the enviroment or leading to more traffic jams. I understand that there are potential benefits for people in Miami and Orlando. Where are the assessments of potential benefits to Fort Pierce? There are no stations here and so we would only be victims of all the problems all aboard Florida will cause. Where are the environmental assessments that show that this project would have no repercussions to Fort Pierce? Because all I have seen are environmental assessments for Miami. As I see it, All aboard Florida would bring no benefits to Fort Pierce, only problems. I strongly oppose this project and I strongly oppose any of the taxes I pay (Federal, State or Local) to support this absurd program. Please do not let All Aboard Florida happen.
thank you
Esther Guzman

**From:** Robert Puglisi
**To:** AAF_Comments@vhb.com
**Subject:** Please dump this horrible train. It will destroy the Treasure Coast.
**Date:** Wednesday, October 29, 2014 8:13:44 PM

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**From:** Sara Hill
**To:** AAF_Comments@vhb.com
**Subject:** Please NO to AAF for Sebastian and Vero Beach
**Date:** Monday, September 22, 2014 6:39:09 PM

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Dear All,

Every day I cross the railroad tracks because in our small town MOST of the families live on the west side of Rt. 1, the hospital, fire station, shopping and appointments and the tracks. Every day as I travel I can see how disruptive 32 additional crossings will be to our daily lives.

No "study" can claim this will not lower our standard of living because WE are the ones who live here and I can tell you NO ONE is in favor of this All Aboard Florida. This is true of Vero Beach and Sebastian. We do not understand why this train will not be put west of our towns.

I find it difficult to believe that something so disruptive to our town would be "railroaded" on us with no consideration to what the residents want. This is still America and we should have a voice.

Hopefully you will listen,

Sara Hill

Sebastian, FL

**From:** Koff Patty (HCTM/MMA-I)
**To:** AAF_Comments@vhb.com
**Subject:** Please NO
**Date:** Wednesday, December 3, 2014 8:23:16 AM

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Hello –

I am writing to register my strong objection to the All Aboard rail project for S. Florida. As a resident of Martin County, I can assure you, based upon over 30 years of healthcare experience, that this project is a major problem waiting to happen for residents of the Treasure Coast and beyond. The rail lines that are being discussed will **severely limit the ambulance access in the area.**

In addition the general "way-of-life" will be disrupted given the general traffic impediments and the marine obstructions due to the railroad crossings. STOP this development in these historic areas. Move the line into the more central part of the State.

Thank you for looking out for the welfare of PEOPLE not products!

*Patty Koff, M.Ed., CCP, AE-C, RRT*
Clinical Implementation Manager
Robert Bosch Healthcare
2469 SW Bobalink Ct.
Palm City, FL 34990
Tel: 772-359-8830
patty.koff@us.bosch.com
www.bosch-telehealth.com

**From:** Robert Campbell
**To:** AAF_Comments@vhb.com
**Subject:** please note errors in reports
**Date:** Tuesday, October 7, 2014 4:43:11 PM

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Good day Mr. Winkle,

**Please review and note errors in the report. As a resident in Ft Lauderdale downtown area, I cross the New River and Railroad tracks several times a day. There are local Broward county meetings on Oct 9, 2014 and Oct 28, 2014. USCG impact is significant. Thank you, Judith Pear**

**Schedules and information about the Draft Environmental Impact Statement (DEIS) meetings:**

The Federal Railroad Administration (FRA) will hold eight Public Information Meetings on the DEIS. The public will have an opportunity to ask questions and discuss the DEIS with FRA and project staff. There will also be a station where you can leave written comments on the DEIS.

Comments can be submitted by mail to Mr. John Winkle, Federal Railroad Administration, 1200 New Jersey Avenue, SE Room W38-311, Washington, DC 20590 or by email to**AAF_comments@vhb.com**. Comments must be submitted in writing by December 3, 2014 in order to be considered.

The FTL meeting will be October 28, 3:30 - 7:00 PM at the Broward County Convention Center, 1950 Eisenhower Blvd., Fort Lauderdale, FL 33316

The United States Coast Guard (USCG) are planning a public meeting in mid-November. The dates and venues are not set yet. Initially, the USCG offered a survey. We will have to see if they are going to reissue it.

Please feel free to use the following information to comment to the FRA and The USCG and please forward it.

This is a short back story for those new to the train issue:

All Aboard Florida (AAF) is a private company that will run 16 passenger trains daily on the east coast tracks starting in 2016. 16x2 =32 daily trains. These high speed trains will run from Miami to Orlando with stops in FTL and Palm Beach.

In addition, Florida East Coast (FEC), a freight train company connected to AAF will increase its daily freight trains from the current 14 to 20 each day.

Many people on the east coast are concerned about how these trains will affect our quality of life and our use of our rivers.

To read about this in depth and to sign petitions opposing it, please visit the following websites:

http://admmls.wix.com/savethenewriverftl
http://www.floridanotallaboard.com/
https://www.citizensagainstthetrain.com/

This is for new and old alike:

All Aboard Florida (AAF) wants a federal loan – in the amount of $1.6 billion to $1.8 billion – to subsidize its “private” project, all at the expense of federal taxpayers.

In order to get this loan, AAF had to conduct an Environmental Impact Statement (EIS) which is a study of all aspects of the project.

The draft Environmental Impact Statement — a document that concludes the $2.25 billion project "would not result in a serious deterioration of environmental functions or exceed applicable significant thresholds" — explores issues such as transportation, navigation, air quality, noise, threatened and endangered species, economic conditions and public health and safety.
The Environmental Impact Statement is currently in a draft form.http://www.fra.dot.gov/Page/P0672
It must be reviewed and accepted by both the Federal Railroad Administration (FRA) and the United States Coast Guard (USCG). At this time, the public can comment to both the FRA and the USCG about the findings in the study.
We urge you to comment to both groups. The FRA will take comments on all parts of the study. The USCG is only concerned with the rivers and bridges.

**Issues to direct to the FRA: Feel free to copy and paste.**

**Mistakes:** There are serious errors in the EIS. Our area from Miami to West Palm Beach is not included in the EIS. Our area was assessed in an earlier Environmental Assessment(EA). The EA said that there were Findings of No Significant Interest (FONSI) for our area, however read on to see the mistakes in the EA.

**Table 1-7 of the FONSI showing the FEC Railroad Crossing Delay Estimates has incorrect data. This is the same table located in the EA on page 145. According to All Aboard Florida, there will be 32 passenger trains a day from 6 AM to 9 PM. There will be 16 that travel north and 16 that travel south. The 2015 opening year condition shows crossings per day as 12, when in fact, it will be 32 increasing the delay per day to 27.7 minutes. This increases the total time for freight and passenger trains to 84.4 minutes of delay. Under the maximum crossings per hour the chart shows one and it should be two. There will be a passenger train going north as well as south each hour. This increases the maximum delay per hour to 1.7 minutes. This increases the total time for freight and passenger trains to 5.8 minutes per hour.**

**Second, Figure 8 of Appendix I, shows the New River labeled as the Tarpon River. The Tarpon River is a small tributary off the New River. As shown in Table 3-1.11, Waterbody and Waterway Crossings, the New River is clearly shown as a Navigable Waterway. The mislabeling of the New River as the Tarpon River appears as a flagrant misrepresentation of the truth. The Rivers and Harbors Act of 1899 and the General Bridge Act of 1946 give the U.S. Coast Guard (USCG) and the United States Army Corps of Engineers (USACOE) the authority to protect navigable waters of the United States. The purpose of the two Acts is to preserve the public's reasonable right of navigation and to prevent interference with interstate and foreign commerce. It was concluded in the Navigation portion of the EA, page 101, that there was no impact on navigation. Therefore, the USCG District 7 was excluded from reviewing the impact on commercial, as well as, recreational boating on the New River. Since the New River is an important local navigable waterway used for commerce and recreation, it is an irreplaceable natural resource. The EA should have included a summarized review of the anticipated effects on navigation. Included in the review there should be:**

1. **River User Survey Final Report and Additional River User Interviews, concerning existing activity levels, and planned future navigational needs for river users.**

2. **Navigational Passage Analyses, predicting the number of vessels that would be accommodated at varying navigational levels.**

**After the aforementioned initial EA and FONSI were approved, the USCG discovered that a review and analysis of the navigational effect of the New River were omitted. This is now**

**included with the proposed Environment Impact Statement to be issued by the FRA (Phase II).** Thanks to Mary Sessions

**Traffic Congestion**: 52 trains a day traveling through downtowns from Miami to West Palm Beach. How will this impact traffic, police, fire, school buses & ambulances from moving through our cities? When the FEC train bridge is up, permitting boats to pass, the street bridges will also be up, stopping vehicular traffic. The marine traffic on the river will be forced into specific time slots, causing traffic jams both on the river and the streets.

The EIS does not address the time trains might stand in queue waiting for the drawbridges to open and close and how these standing trains might further impact railway crossings while they block these crossings during their wait, further impacting all of the above problems caused by increased train traffic.

**Damage to property values** on or near the tracks or the New River. If you live above the New River bridge, ocean access will be limited. Noise and vibration from the trains will pose problems for properties/businesses close to the tracks.

**Quiet Zones**: A quiet zone is a more secure crossing with a horn mounted on a post. These horns are not as wide reaching as a train horn, but still noisy. FTL has 68 crossings which must be maintained by the city. Exact figures have not been released, but it is estimated that a normal-sized railroad crossing with a quiet zone could cost $200,000, while a wide crossing could cost $600,000. Cities/our local taxes will pick up this tab.

**Environmental Issues**: The addition of a third track and 32 trains a day through Jonathan Dickinson State Park in southern Martin County "would not jeopardize any listed species or modify any designated critical habitat." The park is home to Florida scrub jays, gopher tortoises, manatees and Eastern indigo snakes, according to the report. The report finds no significant or adverse effects are expected to fish habitats or to threatened or endangered species along the route. Can this be true?

**Issues for the USCG**:

**Mistakes:** Point out the above error about the New River being labeled as the Tarpon River. The Tarpon River is NOT a navigable waterway and is not to be confused with the New River.

**Navigational Dangers:** AAF have marginalized the effects on navigation of the FEC New River train bridge for both commercial and recreational vessels. They have failed to take into account the challenges that current, wind and tide present to vessels in a narrow section of the river. They have not taken into account the hazards of in-bound and out- bound vessels of all sizes pushing to make a bridge opening. Nor have they considered that many smaller vessels are helmed by drivers with limited experience. AAF states that an on-site bridge tender and an app giving opening times will mitigate these issues.

The study describes the impact to navigation as "minimal." It is difficult to believe than an additional 32 trains plus 20 freight trains crossing the New River would not have any impact.

The New River bridge would be closed (best current estimate) 7.8 hours per day every day.

**From:** Sandra Watson
**To:** AAF_Comments@vhb.com
**Subject:** Please preserve our community
**Date:** Tuesday, December 2, 2014 7:52:18 AM

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Dear John Winkle,

I am writing to express my grave concerns about the effects of the planned rail service on Stuart, Florida. We have a quiet waterfront community that would be drastically altered by the traffic jams, noise, and vibration associated with an additional 30+ train crossings each day. Boat traffic would dangerously clog because of the bridge openings for these crossings and emergency vehicles would be delayed, a serious concern due to the age of our population.

It's obvious that AAF is a cover for eventual freight service from the port of Miami. Since passenger trains have not show financial viability in this country, why not give incentive to the company to relocate the rails through the sparsely populated middle of the state?

Please help us preserve our sane and healthy way of life.

Yours truly, Sandra S. Watson, Ph.D.

Sent from my iPad

| | |
|---|---|
| **From:** | Leslie Walton |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please protect our water resources and wetlands - please hold a public hearing to review all the facts |
| **Date:** | Monday, December 1, 2014 1:30:56 PM |

---

My Name: Leslie Walton

My Email: liemidlsis2@gmail.com

My Address:

1720 45th Ave, Vero Beach, FL 32966

Dear Mr. Phillips,

Three weeks ago the residents of Florida overwhelmingly approved Amendment 1, which seeks to protect our water resources for 20 years. Now All Aboard Florida seeks to immediately undermine the wishes of the voters by requesting your permission to allow 32 trains to roar through our precious wetlands every day.

You must call for a public hearing on this request. Voters who approved Amendment 1 should not be disenfranchised by a company that cavalierly claims they will do no environmental damage to our wetlands. That is simply not true.

The Draft Environmental Impact Statement (DEIS) is filled with what we used to call sweeping unsupported generalities. The DEIS simply dismisses potentially negative impacts of AAF by saying they will "mitigate" the situation. What is unclear is how are they going to prevent the destruction of hundreds of acres of wetlands. How will the various wildlife species and even the water itself survive some 50+ passenger and freight trains a day?

Ever since All Aboard Florida announced their intentions they have consciously avoided transparency wherever possible. They hide behind their "private company" banner to avoid answering questions and they use misleading facts to quiet resident concerns. They even said at the outset that they would not provide sealed corridors and only relented when the Government said they had to.

The public has a right to challenge All Aboard Florida's plans to threaten our wetlands, particularly when voters in the entire state have spoken in defense of our water resources. A public hearing is the proper venue. Please schedule such hearings in all areas affected by All Aboard Florida's plans.

Thank you for your consideration.

Sincerely,
Leslie Walton

| | |
|---|---|
| **From:** | Jeff Kelly |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please see attached letter |
| **Date:** | Monday, September 22, 2014 8:54:02 PM |
| **Attachments:** | Letter against All Aboard America.pdf |

---

Ladies and gentlemen:

Please refer to the attached letter requesting that the All Aboard Florida project be re-routed or cancelled.

Thank you for your consideration.

Best regards,

J. Jeff Kelly, Technical Director
***ICL Calibration Laboratories, Inc.***
1501 SE Decker Avenue, Suite 118
Stuart, FL 34994 USA
Jeff.Kelly@ICLCalibration.com
Website: www.icllabs.com
Tel: 772 286 7710 x 207 Toll free: 800-713-6647 x 207 Facsimile: 772 286 8737

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**From:** rramazio@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Please Stop AAF!!!!
**Date:** Tuesday, December 2, 2014 7:19:33 PM

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Dear Mr. Winkle, my husband and I live happily in the southend of West Palm Beach, we have resided here for over 40 years. We brought up our children here, they went to school and college here. Now, we have learned of the All Aboard Florida fiasco, we are considering having to move away from the area. Just like many of us "little people" we have no voice in this issue. Imagine 32 additional trains every day going back and forth just a couple of blocks away. What about those unfortunate people that reside west of S. Dixie Hwy? This will totally disrupt their lives. As it is, we hear the trains going back and forth during the day and night, which is acceptable, but now an additional 32 trains!!! Not to mention traffic having to stop continuously for the trains to pass by. I have seen plans for proposed rail stations and also read of a super tower in Miami being approved for AAF, so technically "this train has already left the station" and we cannot stop it!!

Incidentally, how many people will actually want to travel by train from Miami to Orlando? Enough to fill 16 trains a day? Highly unlikely!! Is there another motive for this intrusion in our lives, we will find out in the near future. Could it be to transport freight along the FEC railroad tracks? This is more likely, under the guise of it being approved as a passenger train service. Please know that WE WILL HATE IT!!!!

Sincerely,

A long time resident and homeowner in Palm Beach County.

| | |
|---|---|
| **From:** | koer1421@mac.com |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please Stop AAF |
| **Date:** | Friday, September 26, 2014 8:54:58 AM |

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This is the most egregious abuse of public funds in Florida history. Flawed estimates of usage. Ridiculous estimates of ridership. And traffic problems along the Treasure Coast all but ignored.

Do not allow this boondoggle to go forward!

Respectfully,

Jay Koerber
Palm City, FL

**From:** Charles Crafton
**To:** AAF_Comments@vhb.com
**Subject:** Please Stop All Aboard Florida
**Date:** Monday, September 22, 2014 12:40:35 PM

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Please Stop All Aboard Florida from using the FEC train tracks The FEC train tracks are the freight tracks that we presently have running thru our little towns along the Treasure Coast. The projected number of trains is up to 50 freight and high speed passenger trains per day that equals approximately a train passing thru a town like Stuart every 25 minutes! 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! We can't allow this to happen to our beautiful towns along the treasure coast.

They should build new tracks or use existing rail tracks west of our towns. Those tracks are capable of handling the high speed train service with little to no impact to residents in the center of our state.

Just imagine sitting at one of our favorite restaurants or going to Jammin Jensen or Stuart for a concert under the bridge and having a train barreling thru and blocking the road every 25 minutes.

Additionally, No one seems to consider what's going to happen to the water access thru BRIDGES like the Roosevelt TRAIN Bridge in the Port Saint Lucie River?

Lets do the Math guys!! Just this one Mechanical train bridge Alone will have to go up and down an additional 32 times a day at a time span of 10 to 15 minutes per interval. Lets see ! 32 times 12.5 minutes = 400 minutes =(6.66 Hours per day!) By the way, lets not forget the 20 freight service trains that presently occupy these tracks per day . 20 Freight Trains times 17.5 minutes per interval = 350 minutes (5.83 Hours).

Another Math problem! (6.66 Hours + 5.83 Hours = 12 3/4 hours per Day that our waterways will be Blocked by a train Each Day!!! What makes these numbers even more disturbing is that most all of the additional high speed trains passing thru waterway access bridges will be during the daylight hours.

(NOTICE TO LARGE BOAT OWNERS!!) Water access thru bridge opening will be blocked by a train most all day, Time to downsize your vessel!!

Pretty soon all the beauty and charm that makes our great towns and waterways along the treasure coast an attraction for residents and snowbirds alike will soon turn into a ghost town for big trains to pass thru.

I find this to be such a no brainer for the Railroad Administration to make the high speed service go thru the center of our (UNPOPULATED) state where they will have little to no impact on the congested towns & waterways along our coast. For the life of me I can't understand why proponents of Big Train Persists on shoving this high

speed rail service thru all of the highly populated towns & waterways.

We can’t let this happen!!! Please join the fight to stop Big Business / Big Train and our Deep Pocket Politicians have there way again at our expense.

**From:** ecdutchman@aol.com
**To:** AAF_Comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
**Subject:** Please stop All Aboard Florida
**Date:** Wednesday, December 3, 2014 9:24:02 AM

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I am writing to voice my objections to All Aboard Florida. I can hardly state it better than what is contained below. Please read this and take it seriously. I truly feel that the whole "AAF" proposal is a boondoggle - it is inconceivable to me that there is enough potential passenger demand to make this economically viable. Do you seriously think that many people will take a train??

I am a resident of Hobe Sound in Martin County. I am a boater and a fisherman, and the rail traffic proposed will basically close off east-west boat traffic to the St. Lucie river in Stuart and the Loxahatchee river in Jupiter. This will have a terribly negative impact on recreational boating and on property values west of the railroad tracks. Further, AAF will basically cut off vehicle traffic into downtown Stuart, FL - this will be a disaster for downtown Stuart businesses and tourism.

My wife and I have to drive across the railroad tracks to get to our physicians and hospital. Think of what this will do to people like us, let alone the delay for emergency vehicles.

I truly believe that AAF poses an economic and social disaster for the area where we live. Please stop this madness!

E. C. Jones
6284 SE Moss Ridge Point
Hobe Sound, FL 33455

-----Original Message-----
From: elzer <elzer@gate.net>
To: elzer <elzer@gate.net>
Sent: Tue, Dec 2, 2014 4:44 pm
Subject: Deadline: Email Today or Tomorrow re Stop All Aboard

**Tomorrow is the last day FRA is taking our comments on All Aboard's DEIS. Be sure to voice your concerns.**

Send your comments to US DOT and FRA: They can deny the proposed $1.75+Billion tax-exempt bonds and also the $1.6Billion government loan. Below is a copy of The Guardians of Martin County' letter.

Email to: "AAF_comments@vhb.com" AAF_comments@vhb.com, "john.winkle@dot.gov" <john.winkle@dot.gov>, "Anthony.Foxx@dot.gov" <Anthony.Foxx@dot.gov>

cc. "Andrew.W.Phillips@usace.army.mil" <Andrew.W.Phillips@usace.army.mil>, "David.Keys@noaa.gov" <David.Keys@noaa.gov>, "Evelyn.Smart@uscg.mil" <Evelyn.Smart@uscg.mil>, "Allan.Nagy@faa.gov" <Allan.Nagy@faa.gov>, "James.Christian@dot.gov" <James.Christian@dot.gov>, "Benito.Cunill@dot.gov" <Benito.Cunill@dot.gov>, "Gavin.Jamesg@epa.gov" <Gavin.Jamesg@epa.gov>, "Mueller.Heinz@epa.gov" <Mueller.Heinz@epa.gov>, "John_Wrublik@fws.gov" <John_Wrublik@fws.gov>, "Charles_Kelso@fws.gov" <Charles_Kelso@fws.gov>, "CongressmanPatrick.Murphy@mail.house.gov" <CongressmanPatrick.Murphy@mail.house.gov>, "BillNelson@senate.gov" <BillNelson@senate.gov>, "Rick.Scott@eog.myflorida.com" <Rick.Scott@eog.myflorida.com>, "Negron.Joe.web@flsenate.gov" <Negron.Joe.web@flsenate.gov>,

"GHarrell@GayleHarrell.com" <GHarrell@GayleHarrell.com>,
"MaryLynn.Magar@myfloridahouse.gov" <MaryLynn.Magar@myfloridahouse.gov>

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 and Section 4(f) Evaluation

Dear Mr. Winkle:

The Guardians of Martin County, Inc., a 501(c)(3) organization which has promoted a safe and healthy environment and the unique quality of life for Martin County residents for more than a decade, objects to the All Aboard Florida (AAF) high speed rail project as currently proposed and configured and submits comments with respect to the following categories evaluated in the Draft Environmental Impact Statement (DEIS): Communities and Demographics (Social and Economic Community Impacts), Economic Conditions, Environmental Justice, Navigation, Public Health & Safety, Threatened and Endangered Species, Wetlands and Water Resources.

**Introduction**

Martin County is located within the North-South Corridor (N-S Corridor) identified on Page 4-1 of the DEIS. The County is located approximately 40 miles north of West Palm Beach and has an estimated population of 151,263 based on 2013 U.S. Census Bureau projections.

Since there are no station stops planned between West Palm Beach and Orlando, Martin County residents will gain no benefits from 32 new trains a day traveling at high speed through our community (along with an additional 12 to 14 freight trains). AAF will cause economic harm and create safety, environmental, noise, and navigation hazards that Martin County residents do not currently face.

The stated purpose of the Environmental Impact Statement is to “disclose the environmental consequences” of the proposed AAF project “and to inform decision-makers and the public of any reasonable alternatives that would avoid or minimize adverse impacts to the natural or human environment.” The Draft EIS that was drafted by consultants who were paid by AAF fails to serve this purpose. It contains inadequate, incomplete, and inaccurate information that must be supplemented and corrected before decision-makers and the public may fully evaluate the impacts of the proposed AAF project.

**Communities and Demographics (Social and Economic Community Impacts)**

AAF will have serious negative social and economic community impacts within Martin County.

Incredibly, the DEIS completely omits Martin County and two incorporated municipalities which are crossed by the project in its discussion of Communities and Demographics. (DEIS 4-103 through 4-105).

The City of Stuart, which is the County's largest incorporated municipality (pop. est. 15,975) and is the County Seat for Martin County, is not mentioned in the DEIS report of impacts of the project on municipalities, although there are 10 at grade crossings in the city. The Town of Ocean Breeze, also an incorporated municipality within Martin County (pop. est. 463) which, like the City of Stuart, is literally bisected by the project, has also been omitted.

Many of the City's cultural resources, including the historic Lyric Theater, which is listed on the National Register of Historic Places, and the Stuart Heritage Museum are within 100 feet of the FECR tracks.

Comments submitted by the City of Stuart and Martin County address these issues in detail.

The Guardians of Martin County question the viability of the DEIS evaluation of Communities and Demographics affected by the AAF project when the largest incorporated municipality in the County and, in fact, all of Martin County is glaringly absent from the examination of these issues. The omission of Martin County, the City of Stuart, and the Town of Ocean Breeze from the DEIS evaluation of Communities and Demographics raises serious concerns about the thoroughness and veracity of the entire proposed EIS.

Another glaringly false and absurd statement with respect to the impact of the project on communities is the assurance in the DEIS that AAF "would benefit elderly and handicapped individuals by providing a transportation option that will enhance mobility and livability in their communities." (DEIS 5-135)

Martin County has the highest percentage of elderly residents (28.9%) of any community within the N-S Corridor. Without any stops in Martin County, there is not a single "transportation option" provided by AAF to elderly and handicapped individuals. AAF not only fails to "enhance mobility and livability" in Martin County communities for elderly and handicapped residents, the project promises severe disruption to communities in which the elderly and handicapped reside and poses potential life-threatening risks.

**Economic Conditions**

Because the AAF project literally divides Martin County into two sections – that section east of the FECR tracks and that section west of the tracks – the project creates a severe threat to the economic survival of small businesses that rely on customers to cross the tracks for access.

Numerous small shops, restaurants, plants, groceries, and other business outlets are located adjacent to or near the FECR tracks. Fast and safe access across the tracks is not assured by the project, threatening the customer base of many of these small businesses, especially in the unincorporated areas of Port Salerno, Hobe Sound, Golden Gate and Jensen Beach and the incorporated municipality of Stuart, which encompasses the minority community of East Stuart.

Martin County has five “community redevelopment areas” (CRAs) which will be impacted by the project. None of the CRAs are identified or discussed in the DEIS. The Jensen Beach, Rio, Golden Gate, Port Salerno and Hobe Sound CRAs all are adjacent to or bisected by the FECR tracks. CRAs are statutorily created areas designed to eliminate blight, provide affordable housing, and generate economic development and stability within the communities where they are established. The DEIS fails to consider the project’s negative impacts to Martin County’s CRAs, such as the effect of lower property values caused by AAF on the Tax Increment Financing methodology that is used to finance and maintain CRA operations.

The economic benefits of the project touted by the DEIS are limited to temporary construction work in creating new infrastructure in Martin County.

The DEIS analysis that no job loss or neighborhood fragmentation will result from the project (DEIS S-17) is not borne out by the experience of small business owners and residents in the project area, especially those adjacent to or in close proximity to the FECR tracks.

Severe economic damage to existing small businesses will be long-lasting or permanent. It is likely some will not survive the onslaught of increased train traffic that will block access to their businesses and create hazardous conditions for their customers trying to cross the tracks.

**Environmental Justice**

The DEIS fails to identify, quantify, or describe minority and low-income populations in Martin County that are disproportionately impacted by the negative impacts of the AAF project.

The County’s minority and low-income populations are, as in many other communities, situated closest to the project and are frequently bisected by the FECR tracks.

The East Stuart community within the City of Stuart is historically African-American. East Stuart hosts two at grade crossings – at Florida Street and A1A (Dixie Highway) and at Decker and A1A. The tracks separate a densely populated residential area from the commercial area, and it is common for residents – especially children – to walk or ride their bikes across the tracks several times a day. One of the most beloved and utilized organizations within the East Stuart community, the Gertrude Walden Child Care Center, which

provides services for low-income and minority parents and children, is located in the immediate vicinity of the project.

Similar situations exist in the Port Salerno, Hobe Sound and Golden Gate, where public schools, athletic fields, parks and youth centers such as the Boys and Girls' Club are located in close proximity to the project. These communities have a high level of minority residents and businesses who are disproportionately impacted by the project, which does not directly impact the more affluent communities within the County which are not located as near the FECR tracks.

Among the negative effects of AAF on communities with higher percentages of low-income, minority, and elderly residents is the certainty that delay will be encountered by emergency vehicles crossing the FECR tracks to access emergency medical care.

Martin Memorial Medical Center, the largest medical care provider in Martin County (and also one of the largest employers in the County), has submitted comments objecting to the project noting that emergency responders throughout Martin County already "face a unique burden from existing freight traffic" on the "rail line [which] slices through the center of" the community.

Where the elderly and the very young live and congregate near the FECR tracks, the emergency access burden is of special concern and likely to result in tragic consequences. As the CEO of Martin Memorial Medical Center noted, even if delays caused by increased train traffic at crossings throughout the community are brief, "seconds can truly mean the difference between life and death."

In low-income and minority communities, foot and bicycle traffic across the railroad tracks is common and presents additional disproportionate dangers to these residents.

Property values in lower-income areas are already depressed and will be further depressed by the proximity of the project. Noise and vibration from increased train traffic will disproportionately impact low-income and minority communities located closest to the FECR tracks.

**Navigation**

Numerous comments have been submitted regarding the serious negative impacts to navigation caused by the project and the failure of the DEIS to adequately and accurately address these concerns. The Guardians of Martin County, Inc., joins the marine industry, local governments, and boaters throughout the County in objecting to the project as it relates to navigation.

The information contained in the DEIS is indisputably inaccurate with respect to the number of vessels which pass through the St. Lucie River bridge. Comments submitted by Martin County include accurate counts of vessels

passing through the bridge during the week and on weekends, reflecting more than twice as many vessels as the DEIS estimates.

Delays in allowing marine traffic to navigate through the St. Lucie River bridge opening will affect boater safety as well as property values for waterfront properties that lie to the west of the bridge. Commercial marinas and docks that require boaters to navigate through the bridge with longer and more frequent closures also will be severely impacted by the project.

**Public Health & Safety**

The DEIS fails to acknowledge that Fire Rescue and evacuation routes will be hampered by the project throughout Martin County.

Even in more affluent communities such as Jupiter Island and Sewall's Point, there will be increased delays in the ability of emergency responders to reach the medical center located across the FECR tracks. Both the City of Stuart and Martin County, which contracts with other municipalities to provide fire rescue services, project serious increases in emergency response times due to increased train traffic and crossing closures.

Delays of as much as an additional 45 minutes are projected for evacuation in the event of an emergency at the St. Lucie Nuclear Power Plant on Hutchinson Island just north of Martin County. All evacuation routes are crossed by FECR tracks. In the event of other emergencies or weather events that require evacuation, increased train traffic will generate still more delays.

Pedestrian crossings which are frequently used throughout the County, especially in low-income and minority areas, will be even more dangerous with not only a higher number of trains on the tracks each day but increased speed of approaching trains. Pedestrians used to gauging the time available to cross the tracks based on the slower speed of freight trains will face significantly less crossing time with high-speed passenger trains approaching.

**Threatened and Endangered Species**

The DEIS discounts any impacts to threatened and endangered species and inaccurately states that no such species will be affected by the project.

The project passes through Jonathan Dickinson State Park (JDSP) in Martin County, which is the site of a number of resources which are not even mentioned in the DEIS. The Florida Division of Recreation and Parks (DRP) has submitted comments identifying species which will likely be impacted, such as perforated reindeer lichen ( *Cladonia perforata* ) located within the right-of-way and Curtiss' milkweed ( *Asclepias curtissi*).

The Division notes that the federally protected eastern indigo snake has habitat within the N-S Corridor that will be impacted, as well as the Florida scrub jay, gopher tortoise, gopher frog, and Florida mouse. The gopher frog is especially

likely to cross back and forth across the tracks in the park to travel between scrub habitat and wetlands breeding grounds.

Expansion of the tracks through JDSP will impact Florida scrub jay habitat as well as gopher tortoise on site.

More frequent closings of the rail crossing within JDSP will have severe negative impacts since the park has only one public access road. Emergency vehicles, campers, and day visitors could be trapped in the western part of the park during closures.

The DPR has submitted extensive and detailed comments addressing these issues.

**Wetlands and Water Resources**

As with other environmental impacts, the DEIS minimizes damage to wetlands and water resources resulting from the proposed project.

Comments submitted by Martin County detail serious concerns, including potential impacts to the Northwest Fork of the Loxahatchee River, which is federally designated as a Wild and Scenic River. The DEIS brushes off such concerns, suggesting that the lack of proximity to the FECR tracks eliminates or minimizes them. The entire Loxahatchee River watershed is a significant ecological complex, however, that provides unique habitat for endangered, threatened and migratory birds that travel throughout the area, including within the right-of-way.

Overall impacts to wetlands throughout the project area have not been quantified or addressed by the DEIS, which discusses mitigation of these impacts without acknowledging Martin County's special protections for all wetlands. Insufficient data is provided for an accurate evaluation of the project's wetlands impacts.

Impacts to water resources are being considered by the U.S. Army Corps of Engineers; however, the Corps has yet to schedule public hearings which have been requested by the Guardians of Martin County, Inc., as well as Martin County and other governmental agencies.

It is inevitable that impacts to manatee, protected seagrasses, and other marine life will be severe as a result of increased train traffic resulting in increased bridge closures producing more vessels queuing up to navigate through the bridge.

**Conclusion**

The DEIS failed to objectively and fairly evaluate the CSX Route Alternative (DEIS Figure 3.2-1), which would avoid most if not all of the negative impacts to Martin County residents and communities. The AAF-paid consultants simply

rejected the CSX Route Alternative out-of-hand, citing speculative issues such as “the risk that CSX would not be willing to enter into” a shared use agreement for existing infrastructure and unsupported conclusions such as the CSX Route Alternative poses “the highest potential adverse direct and indirect impacts to wetlands and protected species.” (DEIS 3-7)

The Guardians of Martin County, Inc., strongly opposes the AAF project as proposed. The DEIS is replete with inaccurate, out-dated, speculative, and subjective material that appears to have been deliberately skewed by the drafters to support an unsustainable, critically flawed project.

The Guardians advocates consistency with the Martin County Comprehensive Growth Management Plan in all development throughout the County. The DEIS inaccurately states that the Plan was prepared by the Martin County “Division of Community Planning.” (DEIS 4-4) There is no such agency within Martin County government. The Plan was prepared by the Martin County Growth Management Department.

Please insist that the final EIS be delayed until supplemental and accurate information is provided that truly reflects the AAF project’s impacts on the population and communities along the projected route.

Sincerely,

Peter H. Conze, Jr., President
The Guardians of Martin County, Inc.
www.theguardiansofmartincounty.com
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

**From:** Blair Kennedy
**To:** AAF_Comments@vhb.com
**Subject:** Please stop the train
**Date:** Saturday, November 15, 2014 11:01:26 AM

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The idea of high speed rail is great, but not on the FEC rails. These extra 32 trains a day are just the start. Anyone who understands economics knows that the FEC is planning to add another ten freight trains a day to these rails on top of the number they are already running. Add in the expansion of Tri-Rail that is being planned and you are looking at 60 trains a day running through medium sized communities.

I think you really need to look and see just who is going to profit, and that's going to be Disney, the FEC, and eventually developers who want to pave over our environment. Our current governor has allowed big business to buy their way into this state, and this is just one of the results.

Blair Kennedy
Jupiter, FL

| | |
|---|---|
| **From:** | Roger Bernot |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Please Stop!! the all aboard Fl |
| **Date:** | Saturday, September 20, 2014 12:08:45 PM |

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Dear Sirs Please STOP !!! All ABOARD FL from spiting our hometown in 1/2
Thank You
Roger Bernot

**From:** Matt Lechowicz
**To:** AAF_Comments@vhb.com
**Subject:** Position on Draft EIS for AAF
**Date:** Tuesday, December 2, 2014 8:01:03 AM

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I am writing to express our opposition to the proposed plan for AAF. This plan if implemented will have nothing but negative impacts for the Treasure Coast including:

- Major disruption of traffic due to blocked intersections and impacts to emergency vehicles
- Safety concerns due to high speed trains through densely populated towns and cities
- Lower quality of life due to noise and vibration
- Environmental impacts along the already suffering Indian River Lagoon

I would urge that AAF be required to re-route to areas west of I-95 in order to lessen these impacts. Thank you for your consideration of our comments.

Matthew and Margaret Lechowicz
9385 E Maiden Ct
Vero Beach, Fl 32963

**From:** H.G.
**To:** AAF_Comments@vhb.com
**Cc:** john.winkle@dot.gov; Anthony.Foxx@dot.gov
**Subject:** Potential Impact of All Aboard Florida
**Date:** Wednesday, December 3, 2014 7:03:14 AM

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The FRA's farce of an 'investigation' into anticipated impacts if the All Aboard Florida high speed rail scheme becomes fact should go back to the drawing board. The developers/investors behind this outrage are not at all interested in providing fast passenger service for people of Miami and Orlando; their true purpose is the once-and-for-all-time destruction of the very way of life subscribed to by citizens of Martin County and The Treasure Coast. Neither high speed rail nor increased freight hauling capacity are their REAL objective. Following is a very brief synopsis of the tragedies they will inflict if they are successful:

1. **There will be an ever-increasing toll of terrible accidents, injuries and DEATHS as those in Martin, St Lucie and Indian River Counties, in their efforts to meet their own important (at times critical) schedules, misjudge the closing rates of the oncoming and unstoppable behemoths. The numerous crossings where traffic – OFTEN including emergency vehicles on crucial runs - will be severely delayed, causing many to take abnormal risks, will be open invitations to disaster. HOW CAN ANY RAILROAD VENTURE JUSTIFY SUCH??**

2. **There will be severe and most negative impacts on adjacent property owners/users (i.e., 'Historic Downtown Stuart', a highly important visitor and resident destination). The 'other side' of "Eminent Domain" MUST be applicable in this situation, and the FRA's first order of business should have been to assess these impacts. It seems obvious that FRA did absolutely nothing in this regard, but simply swallowed the garbage fed to them by the perpetrators.**

3. **Property values throughout Martin County and much of the overall region may drastically lose value, NOT just those which are adjacent to the railroad but virtually everywhere (I have been told my own home-site, miles away from the railroad and along the combined St Lucie River and St Lucie Canal, <u>will lose up to several hundred thousand dollars</u> of its value due to severe curtailment of commercial and for-pleasure navigation. Again, I see "Eminent Domain" questions which obviously have not been effectively addressed.**

4. **We have lived in Martin County for 45 years, during which time we have observed and participated in a strong and ongoing commitment and effort to prevent uncontrolled development from running rampant here as it has in the counties to our south (and, substantially, to our north as well). Martin County has become a huge favorite for tourists who come to Florida because of its <u>REAL</u> attractions, lots of sun, blue skies, wonderful**

**beaches, abundant nature, also abundant water (in our great variety of picturesque tributaries), and SMALL TOWN ATMOSPHERE with friendly shopkeepers and other just as friendly residents eager to make them feel welcome. Martin County – along with much of The Treasure Coast - has provided a wonderful contrast to the sky-scrapers, theme parks and severe traffic problems now found in much of our state, and we have worked hard to preserve the treasures here. Energized developers with wild dreams of capturing and spoiling much of our almost virgin territory have been kept under control, but I am now convince that the TRUE reason for this ongoing railroad effort is to run a 'rusty spear' directly through the very heart of Martin County (like Historic Downtown Stuart) to once and for all destroy the historic protective spirit we have espoused. I believe activation of AAF will do just that! Please remember EMINENT DOMAIN!**

With more time, I could 'paint' a more vivid picture but, in the interest of getting this to you within the required time, I am going to stop here and send what I have compiled. Please remember and insist upon **JUST** consideration of each and all of the above points.

# THANK YOU!!

Sincerely,
Howard Gibbons
h-d-gibbons@msn.com

**From:** tom wehner
**To:** AAF_Comments@vhb.com
**Subject:** problems WITH AAF PLANS TO BULLY IT"S WAY THROUGH SEBASTIAN
**Date:** Wednesday, December 3, 2014 2:30:27 PM

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I LIVE IN SEBASTIAN , IN ORANGE HEIGHTS LESS THAN 1/4 MILE FROM THE R.R.TRACKS . IS ALL ABOARD FLORIDA PREPARED TO BUY ALL THE HOMES IN THIS SUBDIVISION AND THE MANY OTHERS IT WILL MAKE UNLIVABLE AT MARKET VALUE???? IT WILL HAVE TO BECAUSE THE NOISE AND VIBRATIONS WILL MAKE THESE HOMES UNLIVABLE AND I AM SURE THE MANY RESULTING LAW SUITES WILL SHOW THAT. WE ALREADY HAVE THE TRAINS BLOWING THE HORNS AT 4 AND 5 AM MOST MORNINGS. YOUR PLANS AND THE ADDED TRAINS WILL MAKE LIVING IN QUIET SEBASTIAN A THING OF THE PAST. PROGRESS A GOOD THING , BUT NOT WHEN IT HURTS SO MANY INNOCENT PEOPLE. ISN'T IT A MUCH BETTER IDEA TO GO ALONG THE CSX RAILWAY, I-95 OR THE TURNPIKE AND STAY OUT OF THE QUIET COASTAL TOWNS. THANK YOU FOR YOUR TIME AND PLEASE DO NOT SCREW UP THE LAST FEW YEARS OF A 66 YEAR OLD WITH YOUR RR PLANS THAT WILL PROBABLY FAIL IN A FEW YEARS FOR LACK OF RIDERS. A CONCERNED PERSON--- OLD , BUT NOT BROKEN UNLIVABLE

**From:** Larry & Jeri Close
**To:** AAF_Comments@vhb.com
**Subject:** problems with passenger rail proposal
**Date:** Monday, December 1, 2014 6:20:06 PM

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To: John Winkle, Federal Railroad Administration

Dear Mr. Winkle,

We individuals often feel powerless reacting to the mega million industrial 'machine'. But, you can be our voice to collectively show the serious problems with the passenger rail proposal.

1. No passenger rail makes a profit - the current two s. Florida rails lost over $120 million last year

2. AAF wants to appear as all private funding but in fact will use over $250 million of State of Florida money for stations

3. AAF was formed to shield the assets of Florida East Coast Rail - preventing the assets of the 'parent' company being used as collateral

4. AAF will cause great stress to the well being of thousands of residents - especially along the route from W. Palm to Orlando

5.AAF has worked a dirty deal with the Toll Authority controlling the right of way along Rt 528 by preventing all of Brevard County from ever having a station unless it pays a kickback to the Toll Authority

Please do what you can to deny AAF any access to Federal funds or loan guarantees.

Yours, Larry Close, 1955 Anglers Cove, Vero Beach, Fl 32963

**From:** HAYKIN, CAROLYN A.
**To:** AAF_Comments@vhb.com
**Subject:** Proglems with All Aboard Florida
**Date:** Wednesday, October 29, 2014 8:56:11 AM

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I am compelled to write because I see All Aboard Florida apparently proceeding, when to me the project is clearly fraught with problems.

First of all, the proposal has high speed trains running through congested residential areas many times a day. Will All Aboard Florida fence in the tracks to keep children, pets, and wildlife safe? The existing tracks cut through neighborhoods and bisect walking paths that children use to get to school and residents use to move around the community.

All Aboard Florida plans to run thirty two trains each day. Obviously, they won't run most of them in the middle of the night. This means the crossings will be closed more than once an hour along major arteries. Currently, the crossings are closed a few times a day. The ensuing traffic nightmare will be horrendous. Where I live, I have to cross the tracks to go almost anywhere. I anticipate waiting at several trains each day.

Where are they going to get the riders? My understanding is that a ticket will cost almost as much as a plane ticket from Miami to Orlando and the trip will take around three hours. Who will be willing to spend that money when you can drive to Orlando in a little more time and have use of a car while in Orlando. I just don't believe that there are enough potential riders who will fly into Orlando to take a cruise from Miami, or vice verse. They won't be able to fill 32 trains each day and the project will certainly lose money.

The people on the Treasure Coast will bear the interference and risks of having a high speed rail corridor running through our towns but we will get no benefit. We will not be able to take the train to Miami or Orlando. Of course we oppose the plan. It just doesn't make sense.

Carolyn Haykin

Support Facilitation
Port St. Lucie High School

"You may say I'm a dreamer, but I'm not the only one."
John Lennon

**From:** j
**To:** AAF_Comments@vhb.com
**Subject:** proposed ? passenger trains on floridas east coast
**Date:** Monday, September 29, 2014 2:38:39 AM

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your environmental impact report is a mere dog and pony show. how stupid do you think people are? your report is bought and paid for by the people that have the most to gain from it's favorable slant.
the most sensible suggestion to date is to route the trains inland where they will cause the least disruption to east coast communitys. to everyone I have spoken with (and there are many) the consensus is unanimous in agreeing that this proposal is a ruse to enhance freight traffic for a few heavyweights in the industry.
please use your common sense and do the right thing and that is to reject this proposal in it's entirety.

**From:** sara dotto
**To:** AAF_Comments@vhb.com
**Subject:** Proposed AAF passenger train service
**Date:** Monday, December 1, 2014 5:10:08 PM

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I attended the Draft EIS meeting held at the Fort Lauderdale Convention center October 28th I was shocked to discover that one of the conclusions was a finding of minimal impact to the navigability of the New River. I studied the simulation of boat traffic at the FEC bridge and spoke to the people manning the booth and they acknowledged that tide, wind and current had not been factored in. Why not? This extremely large increase in train traffic will severely and negatively impact marine traffic at that specific point causing great damage to the marine industry and potentially to the 100,000 jobs associated with it.

In addition the draft EIS seems to have ignored the quality of life of the residents of Fort Lauderdale who will have to contend with a dramatic increase in train traffic from 14 trains per day to 52 trains per day. This will undoubtedly cause major traffic congestion at arterial roads that traverse the city from east to west and vice-versa. There are great concerns that first responders will not have access to emergency situations, not the least of which is Broward General Hospital.

I fail to understand how the FRA can endorse the draft EIS when it fails to address the major problems the marine industry will face as well as the negative impact on residents of the City.

Heavy freight has no business tearing through the heart of Fort Lauderdale and other communities.
The solution is to redirect all freight west of urban areas eg U.S. 27

Passenger trains (if thought to be a viable business proposition ) should run along elevated tracks so as not to impede vehicular traffic and the bridge over the New River should also be elevated so as not to impede marine traffic.

This is the solution that will solve the problems and will keep everyone happy.

Fort Lauderdale is known as" The Venice of America, Yachting Capital of the World", lets make sure we keep it that way.

Thank you for the opportunity to voice my opinion,

Sara L. Dotto

1338, Mango Isle
Fort Lauderdale Fl 33315
954 463 2255

**From:** Mandolinda
**To:** AAF_Comments@vhb.com
**Subject:** Proposed AAF project
**Date:** Tuesday, October 14, 2014 4:55:34 AM

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I am 100% AGAINST AAF! The rails run through many downtown areas and protected wild areas of our county. This is a danger to our citizens and wild life. But most of all it will ruin our quality of life. If this is a 'need'.....build tracks out through the center of the state where it is less populated.

Linda Squeo
432 NW Ferris Dr.
Port Saint Lucie, Fl. 34983
Sent from my iPad

**From:** jwlampiasi@juno.com
**To:** AAF_Comments@vhb.com
**Subject:** Proposed additional trains.
**Date:** Monday, October 27, 2014 9:29:45 AM

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I am a resident of Sebastian, FL. I am very opposed to the proposed trains. I believe it is a huge step backward. Modern transportation should not and, if planned correctly, will not interfere with our current way of life.

I live right off CR512. Currently if I travel west 4 miles I will reach one of the 20th century's answers to modern transportation. I-95 is a road I can use and do use from time-to-time. If I chose to use it I can-easily. If I chose not to use it, I simply drive under it.
On the other hand , if I travel east on CR 512 I encounter the 18th century's answer to modern transportation-rail road tracks. If I chose to use it-I cannot. If I chose to just drive past it-I cannot. Trains stop traffic. This new proposal would have more of the same-old-same-old. Trains that do not stop, but make me stop.

If this proposal were truly a modern progressive proposal it would not continue with 18th century transportation. It would contain at least two 20th century ideas. These train tracks, if they truly are needed, would be laid further west and/or they would be elevated. This is Florida, after all. Our dear Walt Disney oversaw the building of elevated rail traffic here in Florida during his lifetime. Mr. Disney has been gone almost 50 years.

If proponents of more trains are serious, I say let's get into the 21st century and come up with a real improvement.

SINCERELY

JACK W LAMPIASI

942 Fulton Way
Sebastian, FL

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**From:** Arjimunder@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Proposed All Aboard Florida Hign Speed Rail
**Date:** Tuesday, November 11, 2014 12:12:59 PM

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Dear Mr. Winkle,

As an East Coast (Brevard County) Florida resident I am OPPOSED to the All About Florida high speed rail. Has any thought been given to the noise, nuisance and inconvenience that this train will cause the residents of Brevard County? What about the danger and delays to emergency vehicles? There are so many negative effects with no benefits to the residents!

Arlene Underwood
Cape Canaveral FL

**From:** GSamples@fau.edu
**To:** john.winkle@dot.gov
**Subject:** Proposed FEC High Speed Rail
**Date:** Wednesday, December 3, 2014 2:34:17 PM

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To Whom It May Concern-

As a resident of Saint Lucie County, Florida, I oppose this plan. Quite frankly, I think the passenger aspect of your plan is a ruse to get upgraded tracks for freight usage. The route through the Treasure Coast is not uninhabited and will run through small cities and villages-through historic downtown areas in most cases, not larger, industrial cities such as Miami or West Palm. This will have a devastating effect on our smaller, and yes, quainter areas-but that is why we chose to live here. The vibration, the noise, and the fine dust from the trains-especially the very heavy freight trains these tracks are really intended for, will drive ALL property values along this route to rock bottom. Will you be willing to reimburse all these property owners for their losses? I doubt it. I believe you have chosen this route because you believe it to be the cheapest and easiest route. Thankfully, there are four counties, along with their residents, that I know of that vehemently oppose this route. My husband, Robert Anderson, and myself, Gail Samples, also oppose this route and want this opposition to be recorded in your statements.

Respectfully,

Gail Samples
Robert Anderson
4583 Old Dixie Hwy
Fort Pierce, FL 34946

**From:** Marion Conley
**To:** AAF_Comments@vhb.com
**Subject:** Proposed high speed and additional freight trains going through Treasure Coast Florida
**Date:** Monday, November 10, 2014 12:14:30 PM

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It simply makes no sense that these trains need to be so close to the coast. Has no consideration been given to the people who live and work here? This will be a total disruption of our lives and could be changed if the trains were located west of here where there is less density. Not to mention the damage to our local wildlife, some of which is Federally protected. I have yet to meet one person who is in favor of this project. Our concern is that profits will overcome any justice.

Thank you.

Marion Conley
5645-2 Marina Drive
Sebastian Florida 32958

**From:** Vincent Paxhia
**To:** AAF_Comments@vhb.com
**Subject:** Proposed High Speed Train trough the Treasure Coast area
**Date:** Wednesday, December 3, 2014 2:35:29 PM

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I live in Jensen Beach, a few miles west of a train crossing in a densely populated, heavy traffic area.The train would present serious traffic inconvenience and loss of business to the long established businesses in the area. Although I believe the train will be unsuccessful in the end, as many other passenger train systems, and would need government subsidies to survive, it would create serious problems for all the residents.

The Martin County Commissioners had their engineering staff study the All Aboard Impact survey, their kind assessment was that the report was incomplete and had some inaccuracies, and more study was needed. This impact survey, paid for by All aboard, seems to me to be a conflict of interest situation and of doubtful merit.

A look at only the train trestle across the St. Lucie river and the sharp curve just north, indicates that the trains will have to slow down to 30-40 miles per hour. That suggests there is a lot of track improvement needed in the state before the train will average the claimed high speed. That will be a blessing to the residents, but will prevent All Aboard from performing as promised. Meanwhile boat traffic will be severely reduced due to the slowly operating trestle and the number of operations needed.

This train plan cannot be allowed to happen. I sincerely hope the Federal Government listens to the affected citizens of Florida, and I believe the government should not risk our money by approving the requested loan.

Respectively,

Vincent B. Paxhia

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www.avast.com

**From:** Pamela Cusanelli
**To:** AAF_Comments@vhb.com
**Subject:** proposed rail line through the treasure coast.
**Date:** Monday, December 1, 2014 11:49:58 AM

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1. The disastrous effects from VIBRATION from the FREIGHT which will be considerable when the Panama Canal is completed and the Miami port is deeper.

2. The misrepresentation of this being for passenger trains when NEVER has one operating been profitable. This expansion is for freight ! The content of this freight will be horrible to pools, foundations, disruption of services and the property values to name a few.

3. The report done did not address adequately the negative effect from this proposal. Stuart is a beautiful town that will surely be most affected.

4. Freight has already increased through the coast and to state this expansion is for passenger trains is an outright lie. I doubt after 1 year you have more than 2 passenger trains to Orlando operating.

5. I was told at a Vero Beach meeting you own the track & land and do not have to pay for the CSX lines to use them. Well paying for use is not going to put a dent in the billions you will make when the freight becomes the major cash cow of your business. CSX line is more direct and will not disrupt the lives of thousands of people and businesses. Build the additional tracks there.

6. I for one believe you will see class action suits when our pools become too fractured to use anymore. Next will be children killed on the tracks because they are too near residential areas, or hazardous waste accidents.

Get your heads out of the clouds and look at the potential disaster looming.

Sincerely,

Pam & Mike Cusanelli
427 Arbor St
Sebastian, FL 32958

**From:** Jross2929
**To:** AAF_Comments@vhb.com
**Subject:** Proposed rail project Miami to Orlando
**Date:** Monday, December 1, 2014 9:39:44 AM

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From the beginning, I have seen this as a ploy to get federal loans to improve tracks solely for the expanded freight business north from Miami.

To improve existing tracks would be at the company expense. BUT, to offer a new service would qualify for federal loans. When the new service fails, that company would be bankrupt. Therefore, the public would be held responsible to repay the federal loans.

What a straw man project that a sleeping or stupid public would not see through insults the citizens of Florida.

I voice my opposition on this insult and attempt to cheat the public.

Janet Ross
2929 SE Ocean Blvd
Stuart, FL 34996

**From:** RICHARD GROSS
**To:** AAF_Comments@vhb.com
**Subject:** Proposed Rail Road Bridge Closings in South Florida
**Date:** Wednesday, November 26, 2014 1:01:16 PM

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Dear Sir, I am a year round Resident of Margate Florida and use my Boat which is docked in Lighthouse Point, year round. I go through the Rail Road bridge in the River Walk area of downtown Fort Lauderdale often. Increasing the closing to a 16 times a day would be a disaster! This is the narrowest passage of the Intracoastal Waterway south of West Palm Beach and my boat, which needs a 13 foot bridge clearance, can navigate from Commercial Blvd to Key West without waiting for any bridges except the RR bridge in the River Walk Area. If you don't know this area take a look in person and see what happens when this bridge closes!. There is a backup on the waterway of All boats from the smallest to the 100 foot mega yachts which go through this area to get to or leave the many large Marinas that specialize in repair and docking of these large ships. This would make many of them go elsewhere for service or home docking devastating the marine industry in south Florida. Me and my friends would no longer tie up at the many restaurants in that area due to the traffic jams heavily impacting those businesses. Please reconsider allowing the new train service to use this bridge. I am a supporter of rail travel and would use this train, but not if they use this bridge. They can use the alternate right of way that would not create havoc on the Intracoastal.

Sincerely,

Richard Gross

**From:** burkard1969
**To:** AAF_Comments@vhb.com
**Subject:** Proposed rail road expansion
**Date:** Tuesday, November 18, 2014 11:41:22 PM

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Dear Board members, Sir/ Madam;
I, as a fulltime resident of Sebastian/ FL, would like the opportunity to object to proposed and planned rail road expansion via added commuter/ passenger trains and train tracks !

The overall proposal/ plans are without benefit (but added burden) to all residents which have to live with said expansions.
Property owners would see a diminished property value, lower resale value, property size, noise and vibration issues.
Trees and valuable greens would have to make way, for added tracks.
Added train activities would also mean a possible impact on saving lives and emergency vehicles, since ALL hospitals are located ACROSS the train tracks, on the "other" side of town from residents, like me and many others !

I would like to encourage to reconsider plans.

Sincerely, Britta Burkard

Sent on a Sprint Samsung Galaxy S® 5

**From:** Lois
**To:** AAF_Comments@vhb.com
**Subject:** Proposed Rail Routes
**Date:** Wednesday, December 3, 2014 11:00:30 PM

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The residents of the Treasure Coast communities moved here for the unique, tranquil lifestyle that it embodies. Our property values, marine life and peace of mind are being disrupted by Fortress Investment Group LLC whose members would never allow a high speed passenger-railway to barrel through their hometowns. Reports show that the CSX option received a negative assessment but evidently might makes right rather then taxpaying homeowners and businesses having any say in the proposed rail line which will traverse our historic towns.

Federal officials need to need to adequately consider the economic factors.

Sent from my NOOK

**From:** BILL SHAW
**To:** AAF_Comments@vhb.com
**Subject:** Proposed Rail Service
**Date:** Sunday, October 26, 2014 11:40:41 AM

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Good Morning, AAF,

My family and I are opposed to your proposed high speed rail passenger service between Miami-Dade and Orlando because it runs through Stuart without offering a Stuart station. Most of the criticism you are receiving from Treasure Coast citizens is because there is no planned stop. You could eliminate most of that criticism by initially planning a Stuart stop. Do you realize that your trains have to slow down to around 30 miles an hour to get through Stuart because of the old single rail bridge across the St. Lucie river followed by a sharp right hand turn? You have to slow to a crawl anyway, so why not stop. You can't spare another two minutes?

So, if you are not stopping don't expect very much support from Treasure Coast citizens. And, we will vote against politicians who accept your donations.

Respectfully,

Albert Shaw
8155 S. W. Wildwood Drive
Stuart, FL 34997

**From:** Robert Dyas
**To:** AAF_Comments@vhb.com
**Cc:** John.Winkle@DOT.Gov; CongressmanPatrick.Murphy@mail.house.gov
**Subject:** proposed rail traffic expansion a nightmare
**Date:** Monday, November 3, 2014 12:12:42 PM

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The proposed expansion of rail traffic for all aboard FL is an inconcievable nightmare for people who live ANYWHERE near these rail lines. I live in the Evergrene community in Palm Beach Gardens… my house is about 5 or 6 houses in from the rail line. **Each night between mightnight and 5:00AM - the middle of the night** when I am trying to sleep so I can think stright the next day - anywhere from 3 to 8 trains come through - **BLOWING THEIR HORNS!!!** Also, about 1/4 of these trains are so overloaded (carrying low value rock and sand) that they cause my bed to shake!!! And I'm 5 or 6 houses in from the track!!!

Rather than increase the number of trains, they need to CUT the max weight of the trains by 75% and find a way to really prevent them from bloiwng their hors all night long!!! How many people are unable to think clearly all up and down the coast because the were woken up 5 times per night with trains blowing their horn!!!

Honestly, there needs to be some balance here between the needs of the rail and the needs of communities. This is NOT the 1890s today the first priority should be REDUCING THE WORST KIND OF NOISE POLLUTION (middle of the night) not some rail expansion for some vague economic benefit. What about the economic cost of all the people loosing sleep and not being able to perform well at their job?

Robert H. Dyas
1812 Flower Dr.
Palm Beach Gardens, FL 33410

**From:** Malcolm Hughes
**To:** AAF_Comments@vhb.com
**Subject:** Proposed railway Maimi/Orlando
**Date:** Tuesday, December 2, 2014 2:17:19 PM

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Dear Sirs, I wish to record my strenuous opposition to the proposed high speed passenger train planned for ther Miami to Orlando via the Treasure Coast communities.

Comments: The plan to have a high speed trains travelling through both residential and shopping areas appears dangerous. The proposal to have 32 trains running through these same highly populated areas appears to be highly disrupti from this sector from this sector. One can only estimate how much would end up from any Federal Fundsve even when not considering the increased freight train traffic.

The fact that the lobbyists for the train proposal financially supported every candidate for election during Florida's election last month, which explains the unsurprising silence from the political arena.

Submitted by Malcolm A. Hughes, Harbour Ridge Yacht and Golf Club,12791 N.W Mariner Court. Palm City, FL 34990 Tel 772-344-1865

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www.avast.com

**From:** Dennis Gundersdorff
**To:** AAF_Comments@vhb.com
**Subject:** public comment aaf
**Date:** Thursday, October 23, 2014 6:37:53 PM

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To all concerned: As a resident of Martin County, FL I am concerned about the increase of train traffic coming through our county. Martin County is a small home-town atmosphere county. Our downtown is thriving since its revitalization beginning in the 1990's up to today. It is truly the heart of our beautiful county. From a traffic point of view, more trains stopping traffic in our downtown would be considerably destructive to our residents and emergency vehicles. The entrance into our downtown has the notorious "confusion corner" with numerous streets converging into a traffic circle. We do not need more confusion added by additional trains as proposed. Emergency vehicles would be hindered as their route takes them through our downtown area to our hospital. Additional tracks through our downtown would eliminate precious parking, which is at a shortage already. Thank you for hearing the concerns of Martin County's residents.

Cheryl Gundersdorff

**From:** Tom Bieri
**To:** AAF_Comments@vhb.com; Kevin Lindsay
**Subject:** Public comment All Aboard Florida
**Date:** Wednesday, December 3, 2014 7:32:25 AM

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I am very opposed to all aboard Florida for several reasons. There will be traffic delays at railroad crossings throughout the area. Also there will be delays for boaters at waterway crossings that in turn will cause long delays at drawbridges causing more traffic delays. Also there will be more noise pollution through the neighborhood. All of this adds up to a reduction in property value. This project has a very negative impact on the local communities that it travels through.

Tom Bieri

| | |
|---|---|
| **From:** | Jeff Ream |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Public comment on DEIS for All Aboard Florida |
| **Date:** | Tuesday, November 18, 2014 10:11:15 AM |
| **Attachments:** | Response to EIS.doc |

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I have attached as Word document my extensive research and comments regarding the DEIS for All Aboard Florida. My comments are restricted to public safety. I will send a hard copy by mail.

I trust this information will be seriously considered as this plan moves through the FRA process. The DEIS is nearly silent on the subject of rail crossing highway accidents and trespasser deaths. The DEIS completely ignores FRA's own safety concerns expressed by Mr. Frank Frey in his **Part 1 and Part 2 FRA On-Site Engineering Field Reports**, dated March 20 and September 23, 2014. I strongly feel there is a potential for grave harm to the public safety along the entire AAF corridor, and especially in the high speed zone of the Treasure and Space Coasts.

Thank you for the opportunity to register my objections to the AAF project and the deficiencies I believe exist in the DEIS regarding public safety.

Jeffrey Ream
6570 Caicos Ct
Vero Beach, FL 32967

**From:** Jeff Ream
**To:** AAF_Comments@vhb.com
**Subject:** Public comment on DEIS for All Aboard Florida
**Date:** Sunday, November 30, 2014 10:23:08 AM

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This comment is an addition to a long list of safety concerns I sent previously.

The point I wish to make is that AAF executives (including Michael Reininger) have consistently stated verbally, in the press and on their website that their commitment to safety is unwavering and is their highest priority. That stands in stark contrast to their actions. For the past year AAF has put pressure on local authorities to enter into agreements to FUND quiet zones (with minimal state support) and get a "discount" by contracting AAF to do quiet zone features in the initial AAF crossing designs at public cost. The fact is that AAF wants the public to pay over $1 million for safety improvements at crossings. Then came the FRA Frank Frey part 1 and 2 On-Site Engineering Field Reports which included multiple major safety concerns, both for sealed corridor in the 110 MPH zone and for many other safety concerns on the entire 195 mile route. From the March 20, 2014 release of the Part 1 report to the present date, AAF's president and his executives have consistently IGNORED, avoided, and dismissed the FRA "recommendations" for minimum safety improvements as "not required by law". Furthermore, AAF stated to FRA that sealed corridor features cost too much ($47 million for 54 crossings in the Part 1 zone) but then in a PR spin campaign reassured the public after the embarrassment of the report that they are most willing to "prefund" those costs to save the public money. The fact is that the sealed corridor requires the exact same design features that support quiet zones and the sealed corridor is necessary at all 143 crossings in the 110 MPH zone for minimal mitigation of public safety risks. The fact is AAF has consistently tried to push those costs as well as many other crossing and trespasser safety mitigation recommendations onto the public. The fact is AAF has never accepted any, let alone 100% of the FRA safety recommendations in the Part 1 and 2 reports.

For a company who professes unwavering commitment to safety as their highest priority, their disingenuous actions have proven otherwise. AAF has only one priority, double track FEC railroad in order to run Miami to Orlando in 3 hours. The DEIS does not even recognize the crossing safety issue or the results of the two FRA reports, and treats the Treasure and Space Coasts as some kind of rural wasteland rather than an extension of the continuous coastal urban zone from West Palm Beach to Cocoa. The DEIS is inadequate and unresponsive to safety concerns and mitigation in the 110 MPH zone. AAF's response has been to place speculative corporate financial gains as top priority while safety does not even make the list of concerns.

In conclusion, This DEIS must be replaced with a new DEIS that represents the real world situation and the many environmental impacts in the 110 MPH zone.

Thank you for the opportunity to register my objections to the AAF project and the deficiencies I believe exist in the DEIS regarding public safety.

Jeffrey Ream
6570 Caicos Ct
Vero Beach, FL 32967

**From:** louisek1@juno.com
**To:** AAF_Comments@vhb.com
**Subject:** Public comment RE: All Aboard Florida
**Date:** Wednesday, September 24, 2014 10:43:29 AM

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I live in the City of Sebastian, and I work in a building which is on land bordering the railway. Each day I must drive over the crossings several times. Currently I often am found waiting in the turn land on U.S. #1 while a train crosses at Westbound Hwy 512. After reviewing the draft report, I can see ONLY negative impact to Sebastian, and to all of Indian River county for that matter. There are NO benefits which balance the negative impacts whatsoever. I am opposed to this plan. It is doubtful that passenger ridership will be adequate to pay for this system, and I am opposed to ANY public "loans", grants, etc.

**Louise "K" your Closing Coordinator**
**Direct Line: 772-589-3054 x 256**

**Direct Fax: 1-866-443-9320**
**email: louisek1@juno.com**

**From:** John Walker
**To:** AAF_Comments@vhb.com
**Subject:** Public comments on All Aboard Florida DEIS
**Date:** Wednesday, December 3, 2014 11:28:05 PM

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

Re: Public comments on All Aboard Florida proposal
Date: 3 Dec 2014

Dear Mr. Winkle:

Thank you for the opportunity to comment on the All Aboard Florida (AAF) project. As a resident of Jupiter, Florida, I have a keen interest in this project. Although I am a professional geologist, I have worked in the past for the US Environmental Protection Agency on a regional transportation task force, where I gained appreciation for the difficulty of predicting impacts of large transportation projects on environmental quality.

FRA has a difficult task in predicting the impacts of this large project which will cut through the heart of Atlantic coastal Florida. Depending on how data is collected and analyzed, vastly different predictions are possible. At EPA, we often arrived at far different conclusions than industry consultants did, even though we worked with the same data.

The AAF/ FECR 'big picture':

You will receive many comments from people with far more expertise than I have of particular elements of this proposal, so I would first like to discuss some 'big picture' issues that concern average citizens. This is relevant since your decision will need to weigh myriad details and arrive at the best 'big picture' solution. I am also keeping my comments as brief as possible.

First, I am hopeful that your team will hew to the FRA's mission statement, "to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future." (https://www.fra.dot.gov/Page/P0002). It is significant that this statement does not include the words "rail" or "railroad" but instead speaks to efficiency of the overall American transportation system. Many people in coastal Florida are cynical about FRA because your agency is seen as an advocate for railroads. I have pointed out to some that FRA is not a railroad advocate, but rather an expert public watchdog of the railroads. FRA's engineers and scientists are also subject matter railway experts for the Secretary of Transportation and USDOT. You have a difficult job and an important job.

Railroads are highly efficient modes of transportation under the correct circumstances, but in other cases different solutions make better sense. This is certainly the case on Florida's Atlantic coast. A regional short-haul railroad along our Atlantic shoreline made great sense in the 19th century and early 20th, much less in the 21st, with the tremendous residential and commercial development since Henry Flagler built the original FEC Railroad. The AAF project is a attempt to extend the life of what today is an economically marginal regional freight railway — one that barely covers its debt service according to industry observers — by adding a modern appearing passenger service, which will have the primary effect of improving the Florida East Coast Railroad as a freight rail line. This is the expert conclusion of the Treasure Coast Regional Planning Council staff.

I have professional background with maritime freight transport from my work developing large offshore limestone quarries. Heavy and bulky freight, and especially hazardous material (HAZMAT), that needs to move along Florida's Atlantic coast should move on M-95, the American Marine Highway designated by USDOT as serving the entire US Atlantic Seaboard, from Key West to Canada, see

http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm.

Maritime transport also strengthens America by building a strong merchant marine capability. Maritime transport can respond to wide ranging American and international needs, for example supporting Hurricane Katrina relief efforts and humanitarian missions to Haiti during the recent earthquake.

In fact it is high level policy of the USDOT, FRA's parent cabinet department, to encourage greater utilization of maritime transport, through the American Marine Highway program, quote:

"America's Marine Highway Program is a Department of Transportation-led program to expand the use of our Nation's navigable waterways to relieve landside congestion, reduce air emissions, and generate other public benefits by increasing the efficiency of the surface transportation system."

M-95 will become especially important as new and wider Panama Canal locks bring mega-ships from Asia to the Atlantic starting in 2016. These 'Post-Panamax' or 'New Panamax' ships carry almost 3x the containers of current Panamax vessels, up to roughly 13,000 TEU. FEC Railroad is counting on this Asian freight windfall to breathe new life into its 120-year old railway.

But it makes zero sense to offload these mega-ships in Miami or Fort Lauderdale onto rail for movement north when they could transload in PortMiami to modern coastal vessels for transport on M-95. Modern maritime transport, especially articulated tug-barge vessels, is roughly twice as efficient and far safer than rail, especially for HAZMAT cargos.

Some cargo will still need to transit Florida by rail, and Florida today has a safe modern Class 1 dual track railroad running from South Florida north through lightly populated central Florida, operated by CSX. Florida does not need two north-south railroads; the state is a long and narrow N-S peninsula.

AAF would make far more sense routed the same way, directly from West Palm Beach to Orlando, rather than through every small town on the Palm and Treasure coasts.

In fact, All Aboard Florida could run initially on leased CSX tracks (as Amtrak currently does) and later on a safe, purpose built, true high speed rail (HSR) line along I-95 and/ or the Florida Turnpike corridor. One-piece welded track in a dedicated passenger-only corridor would even allow European and Asian train speeds, in the 200-mph 'bullet train' range.

These higher speeds and shorter travel times would contribute to AAF's market success and possibly allow a 5th station in the vicinity of Ft. Pierce or Vero Beach, roughly halfway the distance from West Palm Beach to Orlando, thus serving — rather than damaging — the Treasure Coast population and economy.

Some detail points:

From my professional background, the AAF DEIS does not provide adequate analysis of AAF's impacts for the FRA to approve a federal RRIF loan for this project. One small example: the DEIS provides no information on air quality impacts of idling traffic queues, waiting at AAF/ FEC crossings. Jupiter, FL transportation modeling projects that these queues will stretch to 4000 feet by the end of the model run, roughly 2030.

Similar air quality impacts will occur all along the Palm and Treasure coats, and yet the DEIS states that air quality will improve. This is most certainly not the case for all of the AAF impacted area. AAF provided no quantifiable air quality data to support these generalizations.

Construction of a second rail line along the FEC corridor drastically changes the nature of the existing FEC Railroad. The AAF DEIS does not adequately consider the negative impacts and outcomes that will result from this, with attendant increases in heavy freight traffic as well as 32 new AAF passenger trains per day.

In fact FEC's CEO Mr. James Hertwig recently stated, at a meeting with investors in China, that FEC's Port Miami container freight traffic alone will triple in 2 years (see JOC.com, Oct 15, 2014, http://www.joc.com/port-news/us-ports/port-miami/fec's-hertwig-expects-rapid-rise-miami-port's-intermodal-share_20141015.html). Additional

traffic from FECI's expanded Port Everglades intermodal facility was not mentioned, but this facility will certainly add additional traffic as well.

This level of new heavy freight traffic is not acknowledged in the DEIS. The DEIS only estimates an increase in freight traffic to 20 trains per day, from the current 10 to 14. FECR's own business planning seems to refute this. Underestimation of increased freight traffic due to double tracking of the FEC line is a major flaw in the DEIS. This flaw throws into doubt many of the DEIS conclusions.

Derailment risks:

Serious safety issues due to derailment are inherent risks in dual track rail systems. In earlier times, FEC was a dual track railroad, but coastal Florida has grown increasingly populated since that time, and speeds were lower.

A derailment of a freight train in front of a modern hi speed passenger train on a parallel track could result in great loss of life. This was not concern with the old dual track railroad. Nowhere in the DEIS are derailment risks discussed. This is a major flaw.

Even with accurate analysis, positive impacts on one area are often offset by negative impacts in other areas. This is especially likely to be the case with AAF. Positive economic effects may be realized in large metro areas, while smaller communities suffer increased noise, vibration and mobile source pollution due to idling car and truck traffic at rail crossings.

These negative impacts are noted in the DEIS but dismissed as minor. They are not minor. In fact they will likely destroy the small coastal community ambience of communities from Jupiter north, among with negative economic impacts to business and real estate in these communities.

Florida has over 1200 miles of coastline, including the Atlantic shipping lanes designated by USDOT as American Marine Highway M-95. If Henry Flagler was alive today he would be investing in coastal transport. It makes no economic or logistic sense to unload cargo in Miami and Ft Lauderdale, transfer it to more expensive, environmentally destructive and dangerous rail, only to haul it to other Atlantic ports such as Jacksonville and Port Canaveral.

This may make money for FEC Railroad, but it hurts Florida. Cargo arriving in Miami and Ft Lauderdale needs to transit on water to other Florida ports, and to points further north. It can be transloaded in Port Miami and Port Everglades to safe modern energy efficient coastal vessels, such as articulated tug-barges. These vessels, with their US crews, comply with the Jones Act and are capable of Merchant Marine service in times of national need.

Conclusion:

Rather than building new rail tracks along an outdated 19th century right of way, through densely populated coastal communities, USDOT - and FRA — should be encouraging and assisting 21st century maritime transport solutions for Florida and the greater Atlantic coast.

FRA, if it is serious about effective and efficient rail — both passenger and freight — should be be encouraging rail development in less densely populated corridors. The Class 1 CSX line running through central Florida is an appropriate N-S rail corridor for Florida. Not Florida's densely populated coastal plain.

If Florida truly needs a high speed passenger train between Miami and Orlando, then it should run on a safe, dedicated, direct corridor along I-95 and/ or the Florida Turnpike right of way. And FEC freight should move to M-95.

Even if privately funded, AAF presents serious environmental and safety risks, as well as negative economic impacts, to Florida's coastal communities. FRA should oppose this ill advised and harmful project, as well as any increase in FECR's freight business.

Thank you.

(signed)

John F. Walker
1611 Treemont Ave.
Jupiter, FL
jcfwalker@mac.com

see also: http://www.tcpalm.com/opinion/guest-columns/john-walker-move-east-fec-a-winwin-for-passenger-freight-service_49873602 and https://www.dropbox.com/s/fg6lrlw5d2nqhdu/ExecSum-FRA-AAF-M95-24Oct2014.pdf?dl=0

| | |
|---|---|
| **From:** | Mike Grella |
| **To:** | john.winkle@dot.gov |
| **Subject:** | Public Comments to FRA DEIS: All Aboard Florida |
| **Date:** | Wednesday, December 3, 2014 2:32:08 PM |
| **Attachments:** | Boat Count Report.pdf |
| **Importance:** | High |

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This report should be considered along with the earlier submittal, this date, from the Jupiter Inlet District.

Mike Grella, AICP, CDM
Director, Jupiter Inlet District

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**From:** Kenneth R. Craig [mailto:KCraig@Taylorengineering.com]
**Sent:** Monday, November 24, 2014 2:10 PM
**To:** Mike Grella
**Subject:** Boat Count Report

Mike,

Here you go. Let me know if you want any changes.

Thanks,
Ken


## Kenneth R. Craig, P.E.

***Vice President, Coastal Engineering***

TAYLOR ENGINEERING, INC.

10151 Deerwood Park Blvd.
Bldg. 300, Suite 300
Jacksonville, FL 32256
Phone (904) 731-7040
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| | |
|---|---|
| **From:** | Lewis Clark |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Public Comments |
| **Date:** | Wednesday, December 3, 2014 3:57:59 PM |
| **Attachments:** | IRMC- All Aboard FL.pdf |

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Please find attached public comments from Indian River Medical Center in Vero Beach, Florida.

Sincerely,

Lewis Clark, Jr. | Vice President
Marketing, Corporate Communications & Digital Media
Indian River Medical Center
1000 36th Street
Vero Beach, FL 32960

(772) 567-4311 x 1070 Office
(386) 235-5109 Cell

| | |
|---|---|
| **From:** | Maria Kunisch |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Public comments |
| **Date:** | Tuesday, December 2, 2014 5:42:28 AM |

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To whom it may concern:
I am writing to express my concerns regarding the high speed rail proposal for Palm Beach County. I believe a railway of this nature using the tracks that it intends to use are ill advised. Not only will residents be inconvenienced with additional daily rail crossings, the relative quiet peacefulness we enjoy will be gone completely. Instead of using the tracks that run right through many towns on the Treasure Coast, why not have AAF build new tracks out west where the train will not be so disruptive??
Maria Kunisch
Jupiter, FL

Sent from my iPhone

**From:** ashleylorenanderson@gmail.com
**To:** AAF_Comments@vhb.com
**Subject:** Public Information Request
**Date:** Wednesday, October 22, 2014 4:39:48 PM

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Hello,

I am requesting information regarding the All Aboard Florida - Miami to Orlando Passenger Rail Service. I read that all right-of-way has been acquired for this project. Is this correct?

Please feel free to contact me if you should need any additional information.

Thank you,
Ashley Anderson
912-225-0373

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This email is free from viruses and malware because avast! Antivirus protection is active.

| | |
|---|---|
| **From:** | Carol Ream |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Public response to AAF DEIS |
| **Date:** | Wednesday, November 26, 2014 9:15:56 AM |
| **Attachments:** | Summary of Current 110 MPH Rail Operations in the US.doc |

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**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 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 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 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. 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 52 trains and more per day, 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 imagination steeped heavily in AAF propaganda and speculation. It is not an honest assessment of the high speed zone of the AAF plan.**

**Evaluation the traffic delay 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 crossings by 4o minutes in the peek hours and 60 minutes per day. Your analysis is designed to somehow homoginize 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 the 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 in high speed zones.**

**I have attached a summary of all HSR operations in the US today, which proves that the AAF plan is far beyond ony 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 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 or there where there is no benefit and all pain and risk.**

**T 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 or 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 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.**

**From:** toothpick1958@earthlink.net
**To:** AAF_Comments@vhb.com
**Subject:** Put railway elsewhere! U think coast people are stupid.
**Date:** Monday, December 1, 2014 12:23:22 PM

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Fact #1. There is money to be made or these high speed trains would not be considered.
Fact #2. The people getting rich from the high speed trains do not care one bit, not one little shred of care about all the people, wild life , and ocean life along the trains path.
Fact#3. I am upset
Fact #4. I would be happy if the high speed trains were running inland a direct path away from people and towns as much as possible.
Fact#5 converting the rail that is presently along the Atlantic coast into a bicycle greenway is an awesome idea!!! My daughter and I recently rented bikes near lake Apopka , florida and road an old railroad track converted to a trail. So fun. So wholesome!!!!
Please please please please do not continue ruining paradise!!!!!
My comment about " u think coast people are stupid" is I and everyone else knows this isn't for passanger trains it is for $$$$ Freight trains$$$$
Irene Searcy, Fort Pierce FL

Sent from my iPhone

**From:** Tris Colket
**To:** AAF_Comments@vhb.com
**Subject:** Quality of Life Railroaded!
**Date:** Friday, September 26, 2014 4:12:05 PM

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'From the beginning', from the first mention of AAF, an uneasy feeling filled my mind.

1.What is this?
2.Where did it come from?
3.It is being presented as a measure that has been considered for some time; why did i not hear of it earlier in its planning stages?
4.Why is it now being touted by the press as if it has already been approved and decided?
5.Who is really calling the shots? Who are the power brokers here and what is their true motivation?

This all suggests an element of secrecy that is unacceptable to me.

Has anyone addressed the fact that the decision making process never included 'we the people' or did i miss the memo?
Have we not been reduced to whining about a situation that does not allowing us a yes/no vote?

Who wants this high speed train from Orlando to Miami. No one i know and certainly no one in Indian River, St Lucie or Martin Counties who lives or works near the tracks, or anyone who commutes across them several times a day.

This is just one more political 'bum rush' and the residents of Florida's east coast will most certainly lose their quality of life as a result if it succeeds.

Just say no to AAF and the gestapo gang responsible for its existence to date.

Tris Colket
267 Marina Dr
N. Hutchison Island, FL
34949

Sent from my iPhone

| | |
|---|---|
| **From:** | Steven Peters |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Questions for All Aboard Florida |
| **Date:** | Sunday, October 26, 2014 10:23:04 AM |

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Hello, and thank you in advance for taking public questions and comments. Below are some questions I would like to submit.

1. As you may know, biodiesel is registered as a fuel and fuel additive with the Environmental Protection Agency (EPA) and meets clean diesel standards and has been designated as an alternative fuel by the Department of Energy (DOE) and the US Department of Transportation (DOT). What considerations have been raised to using alternative fuels in your trains such a biodiesel to lessen the environmental impact upon communities that would be directly affected by the trains' emissions?

2. With the proposed train station in Fort Lauderdale, the site contains several indigenous species of mature trees. What accommodations and potential use will be given to these trees for the new station's green areas to mitigate the environmental impact that would otherwise be caused if these trees are not reused on the same site in other areas?

3. What other station designs did All Aboard consider when choosing this design for the Fort Lauderdale station, and what public input was addressed on the selection of the design that would be built in their own community?

4. Has All Aboard consider using higher speed trains, as are used in other countries that have trains spanning long distances? What would the risk/benefit be for All Aboard making their trains 'high speed' to reach the destination faster for riders of the trains?

5. Has there been any public input on the design of the exterior and interior of the trains that will be built, and will there be any testing of the comfort of the trains seating, isles spacing, etc. for the public to have some input prior to the final designs of the trains?

Again, thank you in advance for the opportunity to pose these questions to All Aboard Florida. I will be attending the workshop at the convention center on the 28th of October. I look forward to seeing everyone there.

Best regards,

Steven Peters
***Executive Director***
Natural Revolution
Media Revolt
Fort Lauderdale, FL
(954) 361-4339
spetersftl@gmail.com

**From:** Kate Hanks
**To:** AAF_Comments@vhb.com
**Subject:** Rail Expansion Florida
**Date:** Saturday, November 15, 2014 8:11:45 PM

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Dear Mr. Winkle,

I am writing you to tell you how strong my husband and I as well as all our neighbors feel about the proposed rail expansion. Simply stated we are totally adamantly against it. We live very close to the tracks in Stuart, Fl. and feel it will be loud, dangerous, cause a traffic nightmare in our small town and will cause our property values to drop. We cannot imagine a train running numerous times of day through downtown Del Ray, Stuart, Vero and other small charming towns along the way. Why can't you put this train out closer to the turnpike? No one wants it except perhaps people in Miami who want to go to Disney World.

We urge you and your colleagues to please think long and hard about what this will do to the quality of life for so many of us and rethink your proposal.

Sincerely,
Kate Hanks

Sent from my iPhone
Kate Hanks

**From:** scott kaczor
**To:** AAF_Comments@vhb.com
**Subject:** Rail input comments for Jupiter/Tequesta
**Date:** Wednesday, December 3, 2014 1:32:06 PM

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Hello Mr Winkle,

As a 30 year resident of Tequesta living one-mile west of the tracks we have many concerns regarding the additional trains and the effect on the environment, additional congestion and time consumption our lives and our daily live . My wife works at the Jupiter medical Center which is only 5 miles away but is required to cross the tracks twice to get to work. Currently with just the freight trains she is backed up at times several intersection light cycles. For us just to go to the grocery store which is only 2 miles away we have to cross the tracks both ways same thing with any restaurants, pharmacies etc. Couple this with the noise the traffic congestion and the train only serving Miami West Palm Beach and Orlando travelers makes no sense whatsoever from our view as residents. The ailing bridge that crosses the water is also a major concern as we are a boat or and not just from our convenience but the age and reliability of the bridge is nowhere near capable of supporting such a program.

I believe this to be the same thinking of 90+ percent of my neighbors and other Tequesta residence from all the meetings and conversations I've attended. I truly hope that the people of Florida that live here year-round and their daily lives are deeply affected by such a operation are considered first. it's unfortunate that an investment firm is using our beautiful way of life to line their pockets for an operation located out of New York that will not be affected at all except for potential profits. Keep Florida a place that we want to keep as our home as we have for the last 30 years.

Sincerely,

Scott Kaczor
19447 Gulfstream Dr., Tequesta, FL 33469
561-744-7103

**From:** Debra Carttar
**To:** AAF_Comments@vhb.com
**Subject:** Rail line Through Stuart, FL
**Date:** Monday, December 1, 2014 1:05:00 PM

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I don't know if one comment can make a difference. My hope is that the parties involved in trying to bring the passenger trains and increased freight trains through the center of Stuart Florida and neighboring communities on the Treasure Coast will sincerely review all the issues of safety, environmental and economic impacts and health concerns this additional traffic would bring to our community and way of life. Imagine yourselves living here and then ask and answer the questions.

Debra Carttar
Stuart, Florida

**From:** Pamela Cusanelli
**To:** AAF_Comments@vhb.com
**Subject:** rail lines through the treasure coast
**Date:** Monday, December 1, 2014 11:20:58 AM

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I wish to go on record as opposing this rail line for these reasons.

1. The devastation to our communities with vibration from FREIGHT which is what is going to be the prominent use of these rails.

2.Your company is misrepresenting the use of the rails. You own the track & land and stand to make a fortune from freight.

**From:** Getz Thomas
**To:** AAF_Comments@vhb.com
**Subject:** Rail opposition
**Date:** Wednesday, December 3, 2014 8:46:06 AM

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As a long term resident of Jupiter, I strongly object to the AAF plans to disrupt automobile and boat traffic along its route. I suggest an “old fashioned” cost/benefit analysis be completed prior to one dollar investment in this folly! Why not use the existing tracks west of the metro area thereby disrupting virtually no activity?

Thomas Getz
561-747-1118

**From:** Tony Copeland
**To:** AAF_Comments@vhb.com
**Subject:** Rail plan is appalling.
**Date:** Monday, December 1, 2014 12:54:35 PM

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I live in Hobe Sound, FL (zip 33455) and I frankly cannot believe the rail plan is even being considered. There is NOTHING of benefit to the people of Hobe Sound or the hundreds of communities along the proposed route. If you support this plan, it is clearly because you are being paid for your support by the big money interested behind this scheme. It will not benefit your constituents, and we all know it.

If you destroy our community with this ill-gotten plan, make no mistake: Those of us who vote in your district(s) will make it priority #1 to see you out of office. Count on it.

Sincerely,

Anthony Copeland
Hope Sound
772-932-7145

**From:** Mary Priest
**To:** AAF_Comments@vhb.com
**Subject:** rail project
**Date:** Sunday, September 28, 2014 8:26:29 PM

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Dear Mr. John Winkle,

My family and I are keenly opposed to All Aboard Florida's intent to construct a passenger rail system connecting Orlando to Miami via rail access along Florida's Treasure Coast. We live in the charming community of Hobe Sound because it is peaceful and safe. Treasure Coast residents appreciate their their way of life in these coastal town and we all work hard to maintain it.

Whether one reads all 522 pages of the draft Environmental Impact Statement or not, common sense alone tells us that All Aboard Florida is not about what is best for this part of Florida and its population. Run this service inland. It is beyond realistic to believe that there is enough commuter or tourist business to support running an additional 32 passenger trains a between Orlando and Miami. The Panama Canal is expected to double its capacity by 2015. This passenger service is a ruse; a roundabout path that leads to FEC's projected increase in freight due to canal expansion.

We frequently visit Port Salerno, Stuart and many other towns in Florida that have railroad crossings cutting right through historic sections. These communities have made successful efforts to revitalize and maintain the 'Old Florida' ambiance. At this time, the RR crossings do not seem to impede commerce in these towns, in fact these crossings are managed well and seem to add to the charm.

Additional train traffic will impede automobile traffic, lengthen bridge closings and pose a severe safety hazard to pedestrians.

Please reconsider this proposed route.

Thank you,
Mary K. Priest

**From:** Glenn Harders
**To:** AAF_Comments@vhb.com
**Subject:** Railroad opposition
**Date:** Tuesday, December 2, 2014 5:01:06 PM

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Dear Mr. Winkle:

We have lived in Barefoot Bay, Florida for almost ten years -- a community of 10,000-plus people -- and for many reasons we are NOT on board this farce of a train deal. We saw immediately that the "passenger" train is a ruse and cover for the bigger picture of unending FREIGHT.

Safety concerns due to speed and proximity to many densely populated areas are completely unacceptable. Our property values are sure to plummet with 32 trains barreling through EVERY DAY. (I'm pretty sure there won't be 32 trains a day going past the executives' homes of AAF.)

Traffic nightmares, boat traffic impeded, and needless deaths as a by-product of such ludicrous thinking! What genius proposed unleashing 100 mph-plus trains in the most populated areas of this state? Put it out west of I-95. And while they're at it, they can pay their OWN bills...as we do not wish to play financier to their PROFIT.

The only way out of our community is on two roads that go over the tracks directly -- there is no other way out that does not involve a set of tracks.

In closing, we vote NO on moving forward with this DEBACLE of a plan.

William B. and Betty R. Coda
489 Dolphin Circle
Micco, FL 32976
(772)663-0932

**From:** Alan Anderson
**To:** AAF_Comments@vhb.com
**Subject:** Railroad through Stuart
**Date:** Sunday, November 9, 2014 9:15:09 AM

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Mr Wrinkle,

I am VEHEMENTLY Opposed to the proposed High speed rail line between Orlando and Miami as it will destroy the tranquility of Stuart, a place my family and I have enjoyed visiting for past 35 years. I have recently purchased property on Hutchinson Island for retirement and if the rail line Is approved, I am considering retirement at our other owned properties in State of New York because of all the disruption this rail line will cause in Stuart and surrounding areas. Consider the turmoil that will develop (traffic, noise, boats, safety when emergency vehicles are unable to get through in timely manner). Contact me if I can help in any way to stop this madness.

Alan Anderson
529 NE Plantation Road
Stuart, FL

**From:** Helen
**To:** AAF_Comments@vhb.com
**Subject:** railroad
**Date:** Friday, November 7, 2014 10:27:53 AM

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The basic concept is good. Just use all private money and move it east so coastal areas are not damaged. Is there enough right-of way at the turn[pike? Helen Todd

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This email is free from viruses and malware because avast! Antivirus protection is active.

**From:** Joanne Greteman
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Friday, October 10, 2014 9:56:45 PM

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How many people will use a train to travel to Miami, unless they are Spanish. Have you been there no one speaks English. I landed in Miami, missed flight couldn't find anyone that spoke my language, English ! We shall take the time for stopping when train travels thru Melbourne Fl. The state of Florida is so behind other States as well as Europe. Look at the train systems in Germany guess who paid for that... We knock them down and built them up.... Use this system to move all people, from our own to travelers. How many trains will be running, in Melbourne I think only one set of tracks... I would like the train to see my daughter in West Palm Beach. That is what made that city grow was the rails. I am a granddaughter of an engineer Rock Island Railroad. My grandmother would say ship by rail, not truck !! We in Florida need some type of system, enough roads. You have only afew roads to cross the state. Ask us when we have to leave because of Hurricanes. One should of been there was really fun!!!

Sent from my iPad

**From:** Irene Suits
**To:** AAF_Comments@vhb.com
**Subject:** railroad
**Date:** Tuesday, December 2, 2014 8:51:44 AM

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Mr.John Winkle,

As a physician, I listen to hundreds of patients. A standard question I ask is "is anything bothering you?"
I usually receive a medical response. In the past few months I have been receiving a railroad response.

Your proposed community route is a violation to the common sense of many. I am in agreement with so many local citizens.

Go west. Do not involve our communities.

Irene Machel MD
Stuart, Fl

**From:** Marcia Vanfossen
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Monday, November 24, 2014 10:07:26 PM

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As an owner. Of property in Rio, I am very concerned about the proposed railways in our community. We have two roads into our area,both of which have rail crossings. When a train passes through, we are unable to access all safety services.More trains means more dangerous delays. We do not need this .

Thank you
Marcia VanFossen

**From:** Mary Morrow
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Tuesday, December 2, 2014 4:37:02 PM
**Attachments:** John Winkle.docx

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Please see attached.

**From:** Robert Timms
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Wednesday, December 3, 2014 5:06:51 PM

---

Move all tracks west of 95. Makes no sense to add tracks along East Coast. The passanger part will fail in a few years ,but the freight will be here foreever.

**From:** Sylvia T.
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Saturday, September 27, 2014 2:32:49 PM

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***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 railroad tracks, is overwhelmingly against the All Aboard Florida proposal to add tracks allowing up to 32 passenger trains a day, travelling 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.

**From:** carolyn north
**To:** AAF_Comments@vhb.com
**Subject:** Railroad
**Date:** Sunday, September 28, 2014 2:09:35 PM

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I have been a Florida resident for fifty years, and have seen many changes. And one would expect that. However, as far as the proposition to bring 32 fast trains thru the Treasure Coast is absurd and I feel we are being "railroaded". In addition we have freight trains as well, and substantial boat traffic and to add more trains is dangerous for small towns. The tracks are old, many have curves and the aged railroad bridges are not adequate. Many thriving towns are near tracks and the hospitals are separated by the tracks of the communities. Most passenger trains have never made money and how do you think that there will enough people to use that many trains when you can drive there and have transportation when you arrive? A mono rail would be the answer and has worked well in many areas of the US. I vote no as it is proposed..

C. North
Stuart, Fl.

**From:** FRANK BIRK
**To:** AAF_Comments@vhb.com
**Subject:** railroad
**Date:** Thursday, September 25, 2014 12:37:51 PM

---

I live on the wrong side of the tracks. I have to cross the tracks in Vero Beach to get to the Indian River hospital when I get my next heart attack. Thank you Frank J. Birk f_birk@bellsouth. net 772-464-4061

**From:** stephanie wisniewski
**To:** AAF_Comments@vhb.com
**Subject:** re - All aboard rail
**Date:** Sunday, October 12, 2014 2:34:36 PM

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My husband and I just purchased a home out on North Hutchinson Island in Fort Pierce. We were very upset when we heard about the All Above Rail project. First it is fine to wait for a few trains per day to get across the bridge, but with all of these trains using that rail it will not only deter people from purchasing homes in that area, but has already made an impact. A lot of the early homes that are along the rail route have already put them up for sale since they don't want to experience the noise, danger of all the trains and a possible accident, and vibrations to their homes.

You will be placing people in harms way if there is an accident, disturbing the peace with the whistles at all times during the day and night and this is all about getting people from Miami and West Palm to Orlando for convenience. If you want to run trains to the center of the state then install railroads through the center of the state to make it a direct route from West Palm to Orlando. There isn't much out there that will have to tolerate the noise, problems from vibration and also the possibility of an accident. The rail can run from Miami to West Palm and then head west to the center of the state and run right into Orlando. The people of Miami and West Palm are the ones that you are concerned about getting to Orlando so take the trains on a more direct route.

You will damage the small towns that are along the way by coming up the east coast after it leaves West Palm.

I hope that this All Aboard doesn't happen. I hope that Politian's will consider what it will do to the people that will not benefit from this train.

Sincerely,
Stephanie Wisniewski

**From:** CurtIvanS@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Re: ALL ABOARD FLORIDA and Palm Beach County
**Date:** Friday, September 19, 2014 11:09:44 PM

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave. SE, Room W38-311
Washington, D.C. 3059

Dear Commissioner Winkle:

I appreciate this opportunity to voice a resident's opinion on the proposed *All Aboard Florida* rail line.

In short, from this Palm Beach County resident's point of view, it is all negatives:

- By AAF's own count, traffic will be disrupted 32 (additional) times a day with trains crossing roadways and waterways.
- The noise from the trains (and their horns) will disrupt any current peace and quiet residents currently enjoy. The way the tracks run close to the coastline of Palm Beach County, they actually run *right through* some significant housing developments. What this will do to Downtown West Palm Beach would amount to our own mini-version of Bridge-gate (again, 32 times a day).
- Running a true "high-speed" rail service over old track seems like putting '50's passenger car tires on a race car -- unless the claims that this is truly "high-speed" technology are just bogus.
- The funding for this operation seems largely an open question -- with an expectation now voiced by AAF that there will be government help involved, whereas when the project was first announced, it appeared that they were promoting this project as completely and privately self-funded: apparently a matter of bait-and-switch.

The tempo of "progress reports" put out to the media by the AAF organization follows another salesman's technique of "assuming the sale" as they are presenting the project as largely a *done deal*. Fortunately, it is not, and all the facts which mitigate against the project from planning to implementation should become obvious as they come to light through thorough investigation.

I get the distinct impression that this is a case of those at the very top literally railroading those who are below their tax bracket. One who's in the very top bracket and happens to live in Palm Beach County, can afford to locate far enough away (say on Palm Beach, Singer or Jupiter Islands) that, aside from inconveniencing household staff, insures that one is insulated from the imposition on the rest of the community due to any increase in train traffic. All the "underlings" -- those in the merely Million-Dollar and under dwellings -- apparently are just slated to *live with it* in the AAF master plan.

Meanwhile, the local media pundits have been having a field day pointing out the ludicrousness of the scenarios presented by AAF promoters pointing to what they claim are their target customers. And, if the project proves to be a complete bust, who but the taxpayers will be left holding the debt from its derailment.

I would approach this project differently if it were to be new high speed track laid in the interior part of the state where few people live. If they planned it correctly, there could be no impact whatsoever -- on human inhabitants, at least. But concern for the general population along the east coast was apparently not of concern in this proposal.

Please see to it that this project does not happen. Many in Palm Beach will be thankful.

Sincerely,

CURT SALKE

13297 Garth Ct.
Palm Beach Gardens, FL
33418-1463
(561) 625-6882

**From:** Judy
**To:** AAF_Comments@vhb.com
**Subject:** Re: All Aboard Florida Comments
**Date:** Tuesday, November 11, 2014 12:32:43 PM

---

## AGAINST ALL ABOARD FLORIDA

1. Impact on coastal towns will be devastating. Tourists coming to Florida for the beaches and tranquility of these towns will go elsewhere.

2. Residents living along the tracks will be subjected to the noise and vibrations of 32 high speed trains and 20 freight trains daily. Possible serious detriment to their health.

3. Property values of homes and businesses will plummet.

4. Impact on the wildlife and the natural environment is a great concern.

5. Anticipated delays of emergency and police vehicles at the crossings are frightening.

6. Local governments will be responsible for the construction of and maintenance of the rail crossings. Great concern as the residents who will be taxed for this will be the ones who oppose it the most and who can least afford it.

7. Repayment of loan of $1 billion will eventually be paid for by the residents, as I honestly do not believe the number of passengers they are quoting will be fulfilled.

8. This whole deal screams “big money” and closed-door deals. I read that Brevard County has been propositioned!

9. I must comment on the format for the "informational meetings." Whoever set these up should be ashamed of themselves!!! They were a joke and certainly not what the residents deserve and expected. All of the people who took the time to come to one of these meetings were well informed and did not need to have those huge senseless boards greeting them upon entering the room. This whole sham was an insult!

**From:** tcredeal@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** re: All Aboard Florida on the Treasure Coast
**Date:** Wednesday, December 3, 2014 2:21:27 PM

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To whom it may concern;

The high-speed rail service, which will travel non-stop through the Treasure Coast, would be best served with tracks located to the west of the county. This will keep the train traffic away from our coastline and downtown areas and not adversely affect the property values. The I-95 corridor would make a much better site for this type of frequent service.

When proposing a new idea or business it is always best to take the "do not harm" approach to avoid any future ramifications that may result in the general publics disapproval. Under the current proposal, the AAF will be harmful on many counts.

I strongly urge the use of the western areas for this endeavor.

Sincerely,

Kathleen Alvira, Realtor
Sunrise City Realty, LLC.
Fort Pierce
772-528-2649

**From:** Rdeerydds@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Re: All Aboard Florida
**Date:** Monday, December 1, 2014 4:31:08 PM

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**FYI... I am STRONGLY OPPOSED to having a rail system operate between Miami to Orlando.**

**It would be VERY DISTRUPTIVE(to vehicle, pedestrian, emergency responders and also maritime traffic.) The trains could disrupt normal flow of traffic that could cause a loss of life. The noise level caused by the volume of daily trains is a consideration also.**

**Dr. Robert Deery**
**Marlene James**
**7717 Wexford Way**
**Port St. Lucie, FL 34986-3007**

**772-465-6254**

**From:** vincent miraglia
**To:** AAF_Comments@vhb.com
**Subject:** Re: Federal Railroad
**Date:** Wednesday, December 3, 2014 8:08:25 AM

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I am strongly opposed to the proposed "new" railroad plan along the existing FEC rail lines. As proposed, it would be extremely disruptive to the Treasure Coast Communities, resulting in loss of commercial businesses, especially those in proximity to the rail lines.

As a physician, it is obviously going to interfere with the proper emergency care of patients trying to get to an appropriate treatment facility.

And, as compared to other countries with high speed rail lines, this Plan does nothing to minimize the number of intersections with the rail lines. For example, in Italy they have purposely constructed their high speed lines away from populated areas. This approach has taken time and is expensive, but they realize that high speed rail lines and traffic intersection result in needless mortality. There are also local and separate lines to service the local communities. Can not the USA afford to do the right thing?

V. Miraglia

| | |
|---|---|
| **From:** | russgonnam@aol.com |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | russgonnam@aol.com |
| **Subject:** | Re: AAF comments |
| **Date:** | Thursday, November 20, 2014 12:26:34 PM |

-----Original Message-----
From: russgonnam <russgonnam@aol.com>
To: AF_comments <AF_comments@vhb.com>
Cc: russgonnam <russgonnam@aol.com>
Sent: Thu, Nov 20, 2014 12:25 pm
Subject: AAF comments

Mr. John Winkle ,

Following are my comments as they relate to the proposed AAF train system through the now beautiful Treasure coast.

There is no economic gain for this region after construction, only ongoing safety, environmental, transportation,health, property value loss, pollution and total quality of life degradation for the years to come.

No railroad in country makes money and train service here to Orlando will be a huge money sieve for the public to supplement. Besides driving to Orlando is faster and one has transportation when there. Also there is already service available.

For boaters, of which I am one, the St Lucie RR bridge is a relic waiting for a disaster to happen. It must be approaching 100 years old and even without additional trains needs to be reconstructed and raised in the process.
Can one imagine the beautiful City of Stuart being constantly being bombarded by by fast trains whisking by!!

There is no reason not to go west on the CXS or similar route where population is not a serious issue.

If this goes through then boating will be devastated and local business's will wither.

Have someones smart and serious re look at this entire foolish proposal.

Regards

**From:** john.winkle@dot.gov
**To:** OlsonL@stlucieco.org; "AAF_comments@vhb.com"; "john.winkle@dot.gov"
**Cc:** satterleem@stlucieco.org; mcintyred@stlucieco.org; BentkofskyR@stlucieco.org; Robert.Bendus@DOS.MyFlorida.com
**Subject:** RE: AAF DEIS: Cultural Resources pertaining to St. Lucie County
**Date:** Friday, October 3, 2014 9:39:40 AM

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Ms. Olsen –

Yes, FRA received your message. As I'm sure you'll understand, the All Aboard Florida project is keeping us extremely busy and we're trying to handle all inquiries as they come in, but we're falling behind. I'll respond as soon as I get clarification from the consultants.

Thank you,
John Winkle
Transportation Industry Analyst

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**From:** Leslie Olson [mailto:OlsonL@stlucieco.org]
**Sent:** Friday, October 03, 2014 9:04 AM
**To:** 'AAF_comments@vhb.com'; 'john.winkle@dot.gov'
**Cc:** Mark Satterlee; Daniel McIntyre; Robert Bentkofsky; 'Robert.Bendus@DOS.MyFlorida.com'
**Subject:** FW: AAF DEIS: Cultural Resources pertaining to St. Lucie County

Mr. Winkle,

The Historic Preservation section of the St. Lucie County Planning and Development Services Department submitted comments to your office on September 26, 2014, copied below. As of this date our office has not received confirmation that your office received our comments.

When this communication is received, please provide us with either an estimated response time from the consultant, or contact information for the consultant. Time is of the essence in this matter, as the Cultural Resources section of the Draft EIS is incomplete as it pertains to St. Lucie County cultural resources within the study area, and is therefore not ready for Section 106 Review by the State Historic Preservation Officer.

Thank you for the opportunity to comment on the Draft EIS for All Aboard Florida. St. Lucie County is currently reviewing the Draft EIS and will submit additional comments prior to December 3, 2014.

Leslie Olson, AICP
Planning Manager
Planning and Development Services
St. Lucie County
(772)462-1589
olsonl@stlucieco.org

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**From:** Leslie Olson

**Sent:** Friday, September 26, 2014 1:43 PM
**To:** 'AAF_comments@vhb.com'; 'john.winkle@dot.gov'
**Cc:** Mark Satterlee; 'KoriBenton@City-FtPierce.Com'; Robert Bentkofsky; Daniel McIntyre
**Subject:** AAF DEIS: Cultural Resources pertaining to St. Lucie County

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

Via E-Mail

September 26, 2014

Dear Mr. Winkle:

Acting as the St. Lucie County Historic Preservation Officer, I have reviewed Sections 4.4.5, 5.4.5 and 7.2.12 of the Draft Environmental Impact Statement (DEIS) for All Aboard Florida as it relates to cultural (historical and archeological) resources.

Table 4.4.5-1 on page 4-125 lists me as the Certified Local Government contact and states that the consultant contacted me regarding Potential Locally Designated Cultural Resources, and that there was "No Response" from this office. I have no record of any written or verbal correspondence from the AAF consultant on this project requesting information or comment. Please have the consultant provide the written request to this office as soon as possible. A review of Tables 4.4.5-9, 4.4.5-10, 4.4.5-11, 4.4.5-12, 4.4.5-13, and 4.4.5-14, identifying Potential Locally Designated Cultural Resources, shows a significant deficiency of identified unincorporated St. Lucie County historical and archeological resources within the project area. The FEC Corridor as it passes through unincorporated St. Lucie County is encompassed by a number of identified archeological preservation zones, sites, and historic resources. As these sites are missing from the DEIS, the Section 106 review, summarized in Section 5.4.5.2, cannot be considered complete and ready for SHPO review.

St. Lucie County staff will create a series on maps listing all potential locally designated cultural resources and provide it to the consultant after receiving the request.

In its current form, the DEIS is incomplete.

Please feel free to contact me with questions or concerns.

Leslie Olson, AICP
Planning Manager
Planning and Development Services
St. Lucie County

(772)462-1589
olsonl@stlucieco.org

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Please Note: Florida has very broad public records laws. Most written communications to or from County officials regarding County business are public records available to the public and media upon request. It is the policy of St. Lucie County that all County records shall be open for personal inspection, examination and / or copying. Your e-mail communications will be subject to public disclosure unless an exemption applies to the communication. If you received this email in error, please notify the sender by reply e-mail and delete all materials from all computers.

**From:** di90000@gmail.com
**To:** john.winkle@dot.gov
**Subject:** Re: AAF
**Date:** Wednesday, December 3, 2014 7:17:03 PM

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Sir:

This scheme so many lives in our community adversely, that it is unimaginable that it be allowed to proceed.

I do not see how even I would be able to perform my daily schedule, which requires four to eight crossings of the track at Bridge Road. Already the traffic backs up a half mile or so, and with so many closings it would be almost hopeless.

In addition, it would be only a matter of time before some malfunction would cause a horrible tragedy.

It is vitally important that the interests behind the plan take up the problems in earnest. If they insist on keeping this route, they should be responsible for creating overpasses to take traffic securely in the east-west direction.

If they do not wish to do that, the sound alternative, of course, is to route the speedy trains through a less disruptive corridor to the west.

I do hope you are listening to the thousands of citizens whose lives are being threatened for the interests of a few. I have attended two of the Public Meetings, and it did not appear that there was any official there who was actually concerned.

Yours truly,

Duane Iselin
11645 SE Florida Avenue
Hobe Sound, FL 33455

**From:** IDBNFLA@aol.com
**To:** nsreynolds8@yahoo.com; AAF_Comments@vhb.com
**Cc:** cathietk@mac.com; george@amerman.com; chs6773@aol.com; tmm4848@gmail.com; yarmstrong2003@yahoo.com; magalenwebert@yahoo.com; glogus1546@adelphia.net; djenkins503@aol.com
**Subject:** Re: All Aboard Florida (High-speed Passenger Train)
**Date:** Sunday, November 9, 2014 3:49:08 PM

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I agree with Nick Reynolds email below.

I too am opposed to the All Aboard Fl proposal. It is not fair to the communities of Stuart, Jensen Beach, Vero Beach, Port St. Lucie & Ft Pierce to have high speed trains barrel through our ( in some cases ) historic down towns which are charming & have many little restuarants and businesses/shops which will be financially adversely effected by the traffic disruptions, the noise & vibrations. The very least AAF could do is offer these communities a bone by offering them a minimum of one non-high speed train a day in both directions that would service these adversely effected communities giving them some benefit to compensate them for all the adverse consequences that they will experience on every level. Then, people from these Treasure coast communities could also take a train to Orlando, Miami, & Lauderdale and could share in some benefit.

If not, then yes- the tracks should be laid far west in the treasure Coast west of 95, as Nick Reynolds suggests. But the financially more feasible solution, I believe, is to offer the people of the treasure coast some daily benefit- that is a win win as far as I am concerned. Otherwise we ( treasure coast residents) get all the noise, vibration, congestion , heart burn with no benefit whatsoever. It does not pass the "fair" test.

Thanks for taking seriously our comments & trying to offer us some compensation for these disruptions in boat & automobile traffic, pollution, noise, & increased time in everyones( on the treasure coast) daily commute & errands. It will add a considerable layer of stress to already stressful travel during "season".

Please consider our pleas seriously. Thanking you for your time & consideration in this matter in advance-

Leslie Hoffmann
3056 SE Island Point La
Stuart, Fl. 34996

In a message dated 11/9/2014 10:03:28 A.M. Eastern Standard Time, nsreynolds8@yahoo.com writes:

Regarding AAF, we are completely opposed to this proposal. As residents of Stuart in Martin County, we will bear the brunt of AAF (32 high speed trains blasting through our community every day) and receive none of the benefit.

The noise and traffic disruptions will adversely impact the quality of life in our community. We value the relative tranquility of Stuart. Do not destroy that which we so appreciate here.

We question the very need and economic feasibility of a high speed train from Miami to Orlando. But if the proposal must go forward, let it be constructed west of I-95, where it will impact and offend far fewer residents.

We appreciate the opportunity to offer these comments, and trust they will be seriously considered during the decision making process.

Nicholas Reynolds

**From:** michael.j.cole@dot.gov
**To:** AAF_Comments@vhb.com
**Cc:** FRAPA@dot.gov
**Subject:** RE: All Aboard Florida Analysis
**Date:** Sunday, September 28, 2014 9:05:17 AM

---

Mr. Lewis,

I've forwarded this email and attachments to the comments email address listed in the AAF DEIS. Please submit any future correspondence to that address.

Thank you,

Michael Cole
Public Affairs Specialist
FRA

Sent with Good (www.good.com)

-----Original Message-----
**From:** Public Affairs (FRA)
**Sent:** Saturday, September 27, 2014 09:32 PM Eastern Standard Time
**To:** England, Michael (FRA); Flatau, Warren (FRA); Lake, Michael.CTR (FRA); Fisher, Kim CTR; Thompson, Kevin (FRA); Cole, Michael J. (FRA); Mercer, Henry Dickson (FRA)
**Subject:** FW: All Aboard Florida Analysis

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**From:** Christopher Lewis
**Sent:** Saturday, September 27, 2014 9:32:40 PM (UTC-05:00) Eastern Time (US & Canada)
**To:** Public Affairs (FRA)
**Subject:** All Aboard Florida Analysis

Christopher Lewis
The Entertainment Group
4570 NE Indian River Drive
Jensen Beach, FL 34957
772-225-1663 - 772-214-6688 cell

FRA - Office of Public Affairs:

Please take note that we in Martin County, Florida absolutely DO NOT see any advantage to the All Aboard Florida tourist railroad plan and hope that you deny the project promoters any portion of the Federal funds available for high speed rail. The project will destroy the tranquility of the place we call home.

Please take the time to read the attached analysis of the plan and its affects on us, Florida residents.

Thank you for your time, sincerely, Christopher Lewis

**From:** LUCY & PHIL KLUFT
**To:** AAF_Comments@vhb.com
**Subject:** Re: all aboard florida comments
**Date:** Wednesday, September 24, 2014 2:14:35 PM

---

to john winkle, federal railroad administration

all aboard florida's environmental impact statement confirms our fears about increasing noise and vibration. according to the report, the passenger rail service's 32 daily train trips would result in long-term "adverse impacts to residents and properties," primarily along the treasure coast, which is where we live (in vero beach).

all aboard florida's plans for bridge changes could also affect fish habitats -- the indian river has been struggling for many years and these changes could create added stress on a fragile ecosystem.

according to the FRA, from west palm beach to cocoa, 3300 homes, 513 businesses and various studios, theaters, etc., would experience a significant increase in vibration. most of the increase comes simply from adding passenger service to the existing freight service. the financial and quality of life issues of the communities along the route will be enormous. once the damage is done, how can it ever be reversed??

please do not approve this route for all aboard -- the interior route along existing tracks is the way to expand rail service in florida.

thank you for your consideration.

lucy and phil kluft
9570 w. maiden court
vero beach, fl 32963
9/24/14

On Wednesday, September 24, 2014 1:53 PM, LUCY & PHIL KLUFT <lukphil@bellsouth.net> wrote:

sending this to test it will go thru before i type my comments

| | |
|---|---|
| **From:** | DGREGBRAUN@aol.com |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | LSHLaw@bellsouth.net; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Andrew.W.Phillips@usace.army.mil; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.Jamesg@epa.gov; Mueller.Heinz@epa.gov; John_Wrublik@fws.gov; Charles_Kelso@fws.gov; President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov |
| **Subject:** | Re: All Aboard Florida DEIS Comments-Guardians of Martin County |
| **Date:** | Tuesday, December 2, 2014 4:35:10 PM |
| **Attachments:** | Guardians comments on DEIS ecological issues 12-2-14.pdf |

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Please accept for consideration the attached additional comments on the Draft EIS that are provided on behalf of the Guardians of Martin County. These comments focus specifically on inadequacies regarding ecological issues and are intended to complement the more-encompassing comments recently provided by Guardians President Peter Conze.

Greg Braun
561-575-2028; cellular: 561-758-3417

**From:** ANNETTE LIEBLEIN
**To:** AAF_Comments@vhb.com
**Subject:** RE: All Aboard Florida
**Date:** Saturday, September 27, 2014 3:42:37 PM

---

To Whom it may Concern:

> STOP THIS TRAIN PROJECT
>
> I am deeply opposed to the proposed plan to run additional tracks near the senior community of Vista Royale bordering Rt. 1 and the existing railroad tracks. Remember this is "our" Florida too and I doubt that you would be in favor of railroad tracks bordering your property. How low can our property value go!!
>
> Respectfully,
>
> Annette DeLucia Lieblein
>
> ***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 railroad tracks, is overwhelmingly against the All Aboard Florida proposal to add tracks allowing up to 32 passenger trains a day, travelling 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.

**From:** Sylvia Berry
**To:** AAF_Comments@vhb.com
**Subject:** Re: All Aboard Florida
**Date:** Tuesday, December 2, 2014 11:26:27 AM

---

Dec. 2, 2014

I am a resident of Vero Beach. I live about half mile from the rail road tracks. We are against the All Aboard project. It will be a devastating plan for our town. It will ruin property values, cause traffic problems, not to mention accidents etc. The problems are massive. They should use another route away from the populated areas.

We the general public are being forced to swallow this. We should have a vote on this. Something has to be done to stop this.

I also feel that a lot of people that are busy with their day to day problems don't realize what is happening here.

# STOP THIS FROM HAPPENING!!

Sylvia Berry - 191 10th Avenue, VB- 772-794-6310
Richard Berry - 4425 13th St., VB - 772-633-0339 Business Owner- by a railroad crossing.

**From:** Babsnearl@aol.com
**To:** John.Winkle@DOT.gov
**Subject:** RE: All Aboard Florida
**Date:** Saturday, November 22, 2014 7:49:25 AM

---

**DATE: _____**

**TO**: John.Winkle@DOT.gov and AAF_comments@vhb.com
(AAF_comments@vhb.com)

**FROM:** Barbara & Emil Reisert (babsnearl@aol.com)

Mailing address 9471 Fleming Grant Rd- Micco. FL 32976

---

Dear Sir:

We are writing with concerns about the All Aboard Florida (AAF) passenger rail project and the Draft Environmental Impact Statement (DEIS) they have forwarded to the Federal Railroad Administration (FRA) for review and comment.

The DEIS repeatedly refers to the impacts of adding 32 high speed trains as “will be mitigated.” No remedies are discussed for important issues like noise, vibration, air quality, construction staging or the impact more freight and 32 passenger trains will have on our natural habitats and wildlife. There has been a serious attempt by AAF to fool us into accepting their plan with misleading facts or partial truths at area forums. Additionally, as the South Florida Phase 1 segment is moving forward, many people believe there is nothing we can do to resolve their concerns. That sentiment has been used by AAF to limit comments and promise local officials concessions and/or stations “sometime in the future.”

The new AAF tracks will bisect our community of mostly retired and senior

residents. This means increased train activity could virtually cut off the east parts of my neighborhood from western portions. This is a serious impediment to the delivery of emergency services. Neighbors will be separated from neighbors and access to needed community services will be limited by increased delays at crossing.

Safety at railroad crossings is also a huge concern. Add 32 daily high speed trains, PLUS 16 to 20 freight trains to road crossings, that are level to the roadway (grade level) and we have an accident waiting to happen.

Also not adequately addressed is the demolition and replacement of the St. Sebastian River railroad bridge. AAF states the bridge will remain in its right-of-way. While the bridge may be in the right-of-way, the tracks are being moved east and at landfall will impact homes in the Little Hollywood community. Among the issues “to be mitigated” are the impacts of bridge construction on the annual winter migration of the Florida Manatee, an endangered species. The St. Sebastian River is treated as a stand-alone issue. No mention is made concerning its use as a watershed by the St. Johns River Management District or that the River is a tributary of – and included in - the National Indian River Lagoon Estuary, a Lagoon of national importance and in critical need of restoration.

Finally, Florida already has a passenger train that goes from Miami to Orlando and no one rides it. It’s called Amtrak.

We are asking the Railroad Administration to reject the flawed Draft Environmental Statement and tell All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal. Better yet, tell them to move their trains west. Florida voters approved an amendment to the state’s constitution in 2000 authorizing a high speed “bullet” train adjacent to Florida’s Turnpike.

Sincerely yours,

Barbara & Emil Reisert

**From:** Terry Rosenbarker
**To:** AAF_Comments@vhb.com
**Subject:** Re: All Aboard Florida
**Date:** Sunday, October 26, 2014 2:06:50 PM

---

I live in Vero Beach and wanted to state my opposition to AAF.

In my opinion the Treasure Coast receives little to no benefit from a plan that is being shoved through by politicians/lobbyists/corporations. Yet the communities on the Treasure Coast will bear the brunt of all the "downsides" to AAF.

NO, NO NO!!!!

Terry Rosenbarker
6364 Lennox Ln
Vero Beach Fl 32966

Sent from my iPad

**From:** joe conrad
**To:** AAF_Comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
**Cc:** Andrew.W.Phillips@usace.army.mil; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.Jamesg@epa.gov; Mueller.Heinz@epa.gov; John_Wrublik@fws.gov; Charles_Kelso@fws.gov; CongressmanPatrick.Murphy@mail.house.gov; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
**Subject:** RE: Deadline: Email Today or Tomorrow re Stop All Aboard
**Date:** Tuesday, December 2, 2014 7:43:49 PM

---

I fully agree with all the sentiments expressed in the letter below. And I am firmly opposed to the concept of All Aboard Florida as well as any F federal and/or State loans to help promote this project. Joseph J Conrad (Stuart, Florida)

---

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 and Section 4(f) Evaluation

Dear Mr. Winkle:

The Guardians of Martin County, Inc., a 501(c)(3) organization which has promoted a safe and healthy environment and the unique quality of life for Martin County residents for more than a decade, objects to the All Aboard Florida (AAF) high speed rail project as currently proposed and configured and submits comments with respect to the following categories evaluated in the Draft Environmental Impact Statement (DEIS): Communities and Demographics (Social and Economic Community Impacts), Economic Conditions, Environmental Justice, Navigation, Public Health & Safety, Threatened and Endangered Species, Wetlands and Water Resources.

**Introduction**

Martin County is located within the North-South Corridor (N-S Corridor) identified on Page 4-1 of the DEIS. The County is located approximately 40 miles north of West Palm Beach and has an estimated population of 151,263 based on 2013 U.S. Census Bureau projections.

Since there are no station stops planned between West Palm Beach and Orlando, Martin County residents will gain no benefits from 32 new trains a day traveling at high speed through our community (along with an additional 12 to 14 freight trains). AAF will cause economic harm and

create safety, environmental, noise, and navigation hazards that Martin County residents do not currently face.

The stated purpose of the Environmental Impact Statement is to “disclose the environmental consequences” of the proposed AAF project “and to inform decision-makers and the public of any reasonable alternatives that would avoid or minimize adverse impacts to the natural or human environment.” The Draft EIS that was drafted by consultants who were paid by AAF fails to serve this purpose. It contains inadequate, incomplete, and inaccurate information that must be supplemented and corrected before decision-makers and the public may fully evaluate the impacts of the proposed AAF project.

**Communities and Demographics (Social and Economic Community Impacts)**

AAF will have serious negative social and economic community impacts within Martin County.

Incredibly, the DEIS completely omits Martin County and two incorporated municipalities which are crossed by the project in its discussion of Communities and Demographics. (DEIS 4-103 through 4-105).

The City of Stuart, which is the County’s largest incorporated municipality (pop. est. 15,975) and is the County Seat for Martin County, is not mentioned in the DEIS report of impacts of the project on municipalities, although there are 10 at grade crossings in the city. The Town of Ocean Breeze, also an incorporated municipality within Martin County (pop. est. 463) which, like the City of Stuart, is literally bisected by the project, has also been omitted.

Many of the City’s cultural resources, including the historic Lyric Theater, which is listed on the National Register of Historic Places, and the Stuart Heritage Museum are within 100 feet of the FECR tracks.

Comments submitted by the City of Stuart and Martin County address these issues in detail.

The Guardians of Martin County question the viability of the DEIS evaluation of Communities and Demographics affected by the AAF project when the largest incorporated municipality in the County and, in fact, all of Martin County is glaringly absent from the examination of these issues. The omission of Martin County, the City of Stuart, and the Town of Ocean Breeze from the DEIS evaluation of Communities and Demographics raises serious concerns about the thoroughness and veracity of the entire proposed EIS.

Another glaringly false and absurd statement with respect to the impact

of the project on communities is the assurance in the DEIS that AAF "would benefit elderly and handicapped individuals by providing a transportation option that will enhance mobility and livability in their communities." (DEIS 5-135)

Martin County has the highest percentage of elderly residents (28.9%) of any community within the N-S Corridor. Without any stops in Martin County, there is not a single "transportation option" provided by AAF to elderly and handicapped individuals. AAF not only fails to "enhance mobility and livability" in Martin County communities for elderly and handicapped residents, the project promises severe disruption to communities in which the elderly and handicapped reside and poses potential life-threatening risks.

**Economic Conditions**

Because the AAF project literally divides Martin County into two sections – that section east of the FECR tracks and that section west of the tracks – the project creates a severe threat to the economic survival of small businesses that rely on customers to cross the tracks for access.

Numerous small shops, restaurants, plants, groceries, and other business outlets are located adjacent to or near the FECR tracks. Fast and safe access across the tracks is not assured by the project, threatening the customer base of many of these small businesses, especially in the unincorporated areas of Port Salerno, Hobe Sound, Golden Gate and Jensen Beach and the incorporated municipality of Stuart, which encompasses the minority community of East Stuart.

Martin County has five "community redevelopment areas" (CRAs) which will be impacted by the project. None of the CRAs are identified or discussed in the DEIS. The Jensen Beach, Rio, Golden Gate, Port Salerno and Hobe Sound CRAs all are adjacent to or bisected by the FECR tracks. CRAs are statutorily created areas designed to eliminate blight, provide affordable housing, and generate economic development and stability within the communities where they are established. The DEIS fails to consider the project's negative impacts to Martin County's CRAs, such as the effect of lower property values caused by AAF on the Tax Increment Financing methodology that is used to finance and maintain CRA operations.

The economic benefits of the project touted by the DEIS are limited to temporary construction work in creating new infrastructure in Martin County.

The DEIS analysis that no job loss or neighborhood fragmentation will result from the project (DEIS S-17) is not borne out by the experience of small business owners and residents in the project area, especially those adjacent to or in close proximity to the FECR tracks.

Severe economic damage to existing small businesses will be long-lasting or permanent. It is likely some will not survive the onslaught of increased train traffic that will block access to their businesses and create hazardous conditions for their customers trying to cross the tracks.

**Environmental Justice**

The DEIS fails to identify, quantify, or describe minority and low-income populations in Martin County that are disproportionately impacted by the negative impacts of the AAF project.

The County's minority and low-income populations are, as in many other communities, situated closest to the project and are frequently bisected by the FECR tracks.

The East Stuart community within the City of Stuart is historically African-American. East Stuart hosts two at grade crossings – at Florida Street and A1A (Dixie Highway) and at Decker and A1A. The tracks separate a densely populated residential area from the commercial area, and it is common for residents – especially children – to walk or ride their bikes across the tracks several times a day. One of the most beloved and utilized organizations within the East Stuart community, the Gertrude Walden Child Care Center, which provides services for low-income and minority parents and children, is located in the immediate vicinity of the project.

Similar situations exist in the Port Salerno, Hobe Sound and Golden Gate, where public schools, athletic fields, parks and youth centers such as the Boys and Girls' Club are located in close proximity to the project. These communities have a high level of minority residents and businesses who are disproportionately impacted by the project, which does not directly impact the more affluent communities within the County which are not located as near the FECR tracks.

Among the negative effects of AAF on communities with higher percentages of low-income, minority, and elderly residents is the certainty that delay will be encountered by emergency vehicles crossing the FECR tracks to access emergency medical care.

Martin Memorial Medical Center, the largest medical care provider in Martin County (and also one of the largest employers in the County), has submitted comments objecting to the project noting that emergency responders throughout Martin County already "face a unique burden from existing freight traffic" on the "rail line [which] slices through the center of" the community.

Where the elderly and the very young live and congregate near the

FECR tracks, the emergency access burden is of special concern and likely to result in tragic consequences. As the CEO of Martin Memorial Medical Center noted, even if delays caused by increased train traffic at crossings throughout the community are brief, “seconds can truly mean the difference between life and death.”

In low-income and minority communities, foot and bicycle traffic across the railroad tracks is common and presents additional disproportionate dangers to these residents.

Property values in lower-income areas are already depressed and will be further depressed by the proximity of the project. Noise and vibration from increased train traffic will disproportionately impact low-income and minority communities located closest to the FECR tracks.

**Navigation**

Numerous comments have been submitted regarding the serious negative impacts to navigation caused by the project and the failure of the DEIS to adequately and accurately address these concerns. The Guardians of Martin County, Inc., joins the marine industry, local governments, and boaters throughout the County in objecting to the project as it relates to navigation.

The information contained in the DEIS is indisputably inaccurate with respect to the number of vessels which pass through the St. Lucie River bridge. Comments submitted by Martin County include accurate counts of vessels passing through the bridge during the week and on weekends, reflecting more than twice as many vessels as the DEIS estimates.

Delays in allowing marine traffic to navigate through the St. Lucie River bridge opening will affect boater safety as well as property values for waterfront properties that lie to the west of the bridge. Commercial marinas and docks that require boaters to navigate through the bridge with longer and more frequent closures also will be severely impacted by the project.

**Public Health & Safety**

The DEIS fails to acknowledge that Fire Rescue and evacuation routes will be hampered by the project throughout Martin County.

Even in more affluent communities such as Jupiter Island and Sewall’s Point, there will be increased delays in the ability of emergency responders to reach the medical center located across the FECR tracks. Both the City of Stuart and Martin County, which contracts with other municipalities to provide fire rescue services, project serious increases in emergency response times due to increased train traffic and crossing

closures.

Delays of as much as an additional 45 minutes are projected for evacuation in the event of an emergency at the St. Lucie Nuclear Power Plant on Hutchinson Island just north of Martin County. All evacuation routes are crossed by FECR tracks. In the event of other emergencies or weather events that require evacuation, increased train traffic will generate still more delays.

Pedestrian crossings which are frequently used throughout the County, especially in low-income and minority areas, will be even more dangerous with not only a higher number of trains on the tracks each day but increased speed of approaching trains. Pedestrians used to gauging the time available to cross the tracks based on the slower speed of freight trains will face significantly less crossing time with high-speed passenger trains approaching.

**Threatened and Endangered Species**

The DEIS discounts any impacts to threatened and endangered species and inaccurately states that no such species will be affected by the project.

The project passes through Jonathan Dickinson State Park (JDSP) in Martin County, which is the site of a number of resources which are not even mentioned in the DEIS. The Florida Division of Recreation and Parks (DRP) has submitted comments identifying species which will likely be impacted, such as perforated reindeer lichen ( *Cladonia perforata* ) located within the right-of-way and Curtiss' milkweed ( *Asclepias curtissi*).

The Division notes that the federally protected eastern indigo snake has habitat within the N-S Corridor that will be impacted, as well as the Florida scrub jay, gopher tortoise, gopher frog, and Florida mouse. The gopher frog is especially likely to cross back and forth across the tracks in the park to travel between scrub habitat and wetlands breeding grounds.

Expansion of the tracks through JDSP will impact Florida scrub jay habitat as well as gopher tortoise on site.

More frequent closings of the rail crossing within JDSP will have severe negative impacts since the park has only one public access road. Emergency vehicles, campers, and day visitors could be trapped in the western part of the park during closures.

The DPR has submitted extensive and detailed comments addressing these issues.

**Wetlands and Water Resources**

As with other environmental impacts, the DEIS minimizes damage to wetlands and water resources resulting from the proposed project.

Comments submitted by Martin County detail serious concerns, including potential impacts to the Northwest Fork of the Loxahatchee River, which is federally designated as a Wild and Scenic River. The DEIS brushes off such concerns, suggesting that the lack of proximity to the FECR tracks eliminates or minimizes them. The entire Loxahatchee River watershed is a significant ecological complex, however, that provides unique habitat for endangered, threatened and migratory birds that travel throughout the area, including within the right-of-way.

Overall impacts to wetlands throughout the project area have not been quantified or addressed by the DEIS, which discusses mitigation of these impacts without acknowledging Martin County's special protections for all wetlands. Insufficient data is provided for an accurate evaluation of the project's wetlands impacts.

Impacts to water resources are being considered by the U.S. Army Corps of Engineers; however, the Corps has yet to schedule public hearings which have been requested by the Guardians of Martin County, Inc., as well as Martin County and other governmental agencies.

It is inevitable that impacts to manatee, protected seagrasses, and other marine life will be severe as a result of increased train traffic resulting in increased bridge closures producing more vessels queuing up to navigate through the bridge.

**Conclusion**

The DEIS failed to objectively and fairly evaluate the CSX Route Alternative (DEIS Figure 3.2-1), which would avoid most if not all of the negative impacts to Martin County residents and communities. The AAF-paid consultants simply rejected the CSX Route Alternative out-of-hand, citing speculative issues such as "the risk that CSX would not be willing to enter into" a shared use agreement for existing infrastructure and unsupported conclusions such as the CSX Route Alternative poses "the highest potential adverse direct and indirect impacts to wetlands and protected species." (DEIS 3-7)

The Guardians of Martin County, Inc., strongly opposes the AAF project as proposed. The DEIS is replete with inaccurate, out-dated, speculative, and subjective material that appears to have been deliberately skewed by the drafters to support an unsustainable, critically flawed project.

The Guardians advocates consistency with the Martin County Comprehensive Growth Management Plan in all development

throughout the County. The DEIS inaccurately states that the Plan was prepared by the Martin County "Division of Community Planning." (DEIS 4-4) There is no such agency within Martin County government. The Plan was prepared by the Martin County Growth Management Department.

Please insist that the final EIS be delayed until supplemental and accurate information is provided that truly reflects the AAF project's impacts on the population and communities along the projected route.

Sincerely,

Peter H. Conze, Jr., President
The Guardians of Martin County, Inc.
www.theguardiansofmartincounty.com
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

| | |
|---|---|
| **From:** | Neil Lagin |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Re: does nothing but lower property values on the treasure coast when the first child gets killed by the speeding train good luck it will seperate towns and prevent and delay emergency vehicles from getting around town when the bridge over the seba... |
| **Date:** | Wednesday, September 24, 2014 11:10:02 PM |

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SGHOULD BE BUILT WAY OUT WEST DOES NOT BELONG  IN A POPULATED AREA

On Wednesday, September 24, 2014 11:02 PM, Neil Lagin <doctorneil9@yahoo.com> wrote:

**From:** Neil Lagin
**To:** AAF_Comments@vhb.com
**Subject:** Re: does nothing but lower property values on the treasure coast when the first child gets killed by the speeding train good luck it will seperate towns and prevent and delay emergency vehicles from getting around town when the bridge over the seba...
**Date:** Wednesday, September 24, 2014 11:09:23 PM

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WUILL ADD TOM POLUTION TO AN ALREADY SICK RIVER LOWER PROPERTY VALUES CAUSE DEATHS AND DELAYS NOT BENEFIT A SOUL ON THE TREASURE COAST TOTAL BULL AND A WAASTE OF TAXE PAYERS MONEY

On Wednesday, September 24, 2014 11:02 PM, Neil Lagin <doctorneil9@yahoo.com> wrote:

| | |
|---|---|
| **From:** | Tom Rising |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | Catherine.Dobbs@dot.gov |
| **Subject:** | Re: Draft Environmental Impact Statement (DEIS) for All Aboard Florida |
| **Date:** | Friday, September 19, 2014 6:53:23 PM |

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Mr Winkle,

Thank you for sending the DEIS for review. I'm studying the impacts to movable bridges and the calculations that went into the study. Initially I see that the cumumlative impact to navigation caused by the adjacent SR-707 drawbridge is not included for the Saint Lucie River. The drawbridge cannot open during the 8 minutes prior to the railway bridge begining to close. This has a significant impact to the analysis presented in the study since vessels cannot navigate through the opening with the drawbridge in the closed position.

| | |
|---|---|
| **From:** | Tom Rising |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | Catherine.Dobbs@dot.gov; W. E. Ted Guy; "Jim Byous"; bethbarrie@earthlink.net; "Bill Biggs"; josephsalenetri@hotmail.com; larrylhen@yahoo.com; barry@barryhigh.com; enrico187@gmail.com; oceanblue09@hotmail.com; mikesally86@gmail.com; bfshamrock6@gmail.com; wd5660@gmail.com; bward@marinersands.com; bosdan02@aol.com |
| **Subject:** | Re: Draft Environmental Impact Statement (DEIS) for All Aboard Florida |
| **Date:** | Friday, September 19, 2014 7:08:45 PM |

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Dear Mr Winkle,

Thank you for sending the DEIS for review. I'm studying the impacts to movable bridges and the calculations that are presented in the study. Initially I see some concerns, particularly the cumulative impact to navigation caused by the adjacent SR-707 drawbridge for the Saint Lucie River. This cumulative effect has significant impact to the analysis presented in the DEIS.

I'd like to understand your thoughts on the calculation and whether this was considered in the analysis. I've just started reading the report and expect there will be other areas of concern.

Many thanks for your consideration,

Tom Rising

**From:** YahooGB
**To:** AAF_Comments@vhb.com
**Subject:** Re: Draft Environmental Impact Statement (DEIS) for All Aboard Florida
**Date:** Saturday, September 20, 2014 11:34:24 PM

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Dear Mr Winkle,
My neighbors, friends, business owners, conservationists, concerned citizens, students, children and myself of Martin County are AGAINST AAF.

It will be a losing situation for all communities on the railway line, with exception for few who may prosper. It is a waste of taxpayer dollars, a huge financial risk and financial commitment being asked of us, the taxpayers.

Public safety, decreased land values, noise, pollution, traffic tie ups, marine industry impact, loss of peace and quiet that we enjoy here on the Treasure Coast are the most important reasons to us. There are too many to list, and you know the complaints and concerns, I am sure.

Take the train to the western tracks, leave our towns alone.

Please consider our voices and concerns. This is serious issues that affect many in negative ways.

Sincerely,
Georgia Binderow
Florida resident 30 years

On Sep 19, 2014, at 4:00 PM, "John Winkle" <AAF_comments@vhb.com> wrote:

**Web Version | Update Preferences** **Forward**

ALL ABOARD FLORIDA

## Draft Environmental Impact Statement (DEIS) for All Aboard Florida

The Federal Railroad Administration (FRA) has released a Draft Environmental Impact Statement (DEIS) for All Aboard Florida – Operations LLC's (AAF) proposed All Aboard Florida Passenger Rail Project. AAF proposes intercity passenger rail service between Orlando and Miami, Florida with station stops in Orlando, West Palm Beach, Fort Lauderdale and Miami. This DEIS evaluates the environmental consequences of constructing and operating the passenger rail project between Orlando and West Palm Beach.

The DEIS is available for review on the FRA website **http://www.fra.dot.gov/Page/P0672** and at libraries located within the study corridor.

Comments can be submitted by mail to Mr. John Winkle, Federal Railroad Administration, 1200 New Jersey Avenue, SE Room W38-311, Washington, DC 20590 or by email to **AAF_comments@vhb.com**. **Comments must be submitted in writing by December 3, 2014 in order to be considered.**

The FRA will hold eight Public Information Meetings on the DEIS. The public will have an opportunity to ask questions and discuss the DEIS with FRA and project staff. There will also be a station where you can leave written comments on the DEIS.

| 2014 Dates | Time | Location |
|---|---|---|
| October 27 | 3:30 - 7:00 PM | Miami-Dade College – Wolfson Campus \| James K. Batten Room - 2106 \| 300 NE 2nd Avenue Miami, FL 33132 |
| October 28 | 3:30 - 7:00 PM | Broward County Convention Center \| 1950 Eisenhower Blvd. \| Fort Lauderdale, FL 33316 |
| October 29 | 3:30 - 7:00 PM | West Palm Beach Marriott \| 1001 Okeechobee Blvd. \| West Palm Beach, FL 33401 |
| October 30 | 3:30 - 7:00 PM | The Kane Center \| 900 SE Salerno Road \| Stuart, FL 34997 |
| November 5 | 3:30 - 7:00 PM | Indian River State College \| Richardson Hall \| 6155 College Lane \| Vero Beach, FL 32966 |
| November 6 | 3:30 - 7:00 PM | Port St. Lucie Civic Center \| 9221 SE Civic Center Place \| Port St Lucie, FL 34952 |
| November 12 | 3:30 - 7:00 PM | Cocoa Civic Center \| 430 Delannoy Avenue \| Cocoa, FL 32922 |
| November 13 | 3:30 - 7:00 PM | Wyndham Orlando Resort I-Drive \| 8001 International Drive \| Orlando, Florida 32819 |

**Unsubscribe**

FEDERAL RAILROAD ADMINISTRATION | WASHINGTON, DC

**From:** khudon@verizon.net
**To:** OfficeofRPD@dot.gov
**Subject:** RE: EIS Draft remarks about Public Safety are Fabricated by All Aboard Florida
**Date:** Thursday, November 6, 2014 2:59:56 PM

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All Aboard Florida will be laughing stock for countries who have real trains that travel at high speeds. Using federal tax dollars for All Aboard Florida would be embarrassing to the United States.

Karen Hudon

OfficeofRPD@dot.gov wrote:

The Office of Railroad Policy & Development (RPD) has received your electronic message.

We are currently reviewing your inquiry and will send a response as soon as possible.

If your issue/concern requires immediate attention, please call the main RPD line at (202) 493-6381.

Thank you.

**From:** Belinda Lowe
**To:** AAF_Comments@vhb.com; uscgd7dpbpubliccomment@uscg.mil
**Subject:** Re: HSWC Fwd: Draft Environmental Impact Statement (Respond by Dec 3rd)
**Date:** Tuesday, December 2, 2014 8:02:53 AM

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thanks for keep us informed. Happy holidays

On Mon, Dec 1, 2014 at 3:19 PM, Elaine Kwan <emkwan@earthlink.net> wrote:

***Since there is no meeting tomorrow... This is very important !***

On 11/20/2014 12:22 PM, Elaine Kwan wrote:

It looks like USCG may be our only hope. Anxious to hear their request.

Federal Law states:

> **§512. Obstruction of navigation**
>
> **No bridge shall at any time unreasonably obstruct the free navigation of any navigable waters of the United States.**
>
> (June 21, 1940, ch. 409, §2, 54 Stat. 498.)

http://www.tcpalm.com/franchise/shaping-our-future/martin-county-response-to-aaf-impact-statement-track-crossing-marine-information-lacking_46883646

-------- Original Message --------
**Subject:**HSWC Fwd: Draft Environmental Impact Statement (Respond by Dec 3rd)
**Date:**Sun, 02 Nov 2014 15:07:06 -0500
**From:**Elaine Kwan <emkwan@earthlink.net>

-------- Original Message --------
**Subject:**Sanctuary: Draft Environmental Impact Statement
**Date:**Sun, 02 Nov 2014 11:47:48 -0500
**From:**Elaine Kwan <emkwan@earthlink.net>
**Reply-To:**emkwan@earthlink.net
**To:**undisclosed-recipients:;

Dear Neighbors,
I attended the Oct 30th meeting at the Kane Center where All Aboard Florida (AAF) presented their Draft Environmental Impact Statement (DEIS) . Over 700 unhappy people attended a severely flawed presentation given by Federal Railroad Admin (FRA). http://fra.dot.gov/eLib/details/L16033. The Treasure Coast or (N-S Corridor, Cocoa-WPB, 129 mi) was never asked to participate until now.

Four alternative routes for the trains have been considered:

- Existing CSX corridor along which Amtrak operates
    - rejected because it didn't meet trip time requirements
- Parallel to Florida Turnpike
    - rejected because of costly land acquisition
- Parallel to 1-95
    - rejected because of costly land acquistion
- Existing Florida East Coast corridor (FEC )
    - currently proposed

We will be directly affected by the FEC alternative with noise and delays of 52 trains; 32 high speed and 20 freight trains which will travel within feet of our community.

Please watch this video https://www.youtube.com/watch?v=Q_W6-IT_Y5Y&feature=youtu.be and sign the Florida Not All Aboard (FNAA) petition, if you have done so. http://www.floridanotallaboard.net/

**This is our one and probably only opportunity to be heard. Comments on the DEIS must be submitted to the FRA by December 3, 2014.**

- Emailed : AAF_comments@vhb.com
- Written comments may be mailed to:

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

**We have until Dec 3rd. Please feel free to forward. Your life depends on it!**

Your Sanctuary neighbor,
Elaine Kwan Geist

--

Belinda Miller Lowe

**From:** Geoff Sluggett
**To:** AAF_Comments@vhb.com
**Subject:** RE: I Support All Aboard FL!
**Date:** Tuesday, September 23, 2014 11:20:50 AM

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I apologize but there was a typo. I meant to say a ¼ mile, not ¼ mike. Thank you!

*Geoff Sluggett*
**Geoffrey B. Sluggett & Associates, Inc.**
**500 S. Australian Ave., Suite 710**
**West Palm Beach, FL 33401**
**Tel. 561.689.2202**
**Fax 561.689.8380**
**Email: GBS@Sluggett.com**
**Sluggett.com**

---

**From:** Geoff Sluggett [mailto:gbs@sluggett.com]
**Sent:** Tuesday, September 23, 2014 9:25 AM
**To:** 'John Winkle'
**Subject:** I Support All Aboard FL!

Dear Mr. Winkle,

I am writing to show my full support for the All Aboard Florida project. I grew up here in West Palm Beach. In fact, I grew up less than ¼ mike from the FEC rail corridor. Trains in this area are a part of our everyday life. We have tri rail that runs on another rail line that has been a valuable transposition alternative. Our answer to transportation improvement in S. Florida has been to add more lanes to I-95 and the Turnpike. We have to start looking at other alternatives besides the passenger car. All of the opposing comments are bogus. The silent majority of folks are supportive of this project and see it as a way to make Florida an economic driver that will make Florida the leading state in the country. Thank you.

*Geoff Sluggett*
**Geoffrey B. Sluggett & Associates, Inc.**
**500 S. Australian Ave., Suite 710**
**West Palm Beach, FL 33401**
**Tel. 561.689.2202**
**Fax 561.689.8380**
**Email: GBS@Sluggett.com**
**Sluggett.com**

**From:** John Steigenga
**To:** AAF_Comments@vhb.com; John.Winkle@Dot.Gov
**Subject:** RE: Lighthouse Cove @ Tequesta COA (261) - Important Notice - All Aboard Railroad
**Date:** Monday, October 27, 2014 8:20:33 PM

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John Steigenga

To Whom it May Concern,

As the owner of unit 8205 at Lighthouse Cove, Tequesta, I write to register my objection to a high speed train commuter service between Orlando and Miami along the proposed route. Frequent trains along this route would would have serious negative consequences for residences, businesses, traffic and pedestrians along AIA and Old Dixie Highway in the city of Tequesta and in Jupiter. Rail traffic would be so prevalent that it would dominate the corridor by virtue of noise and would put in jeopardy the safety of those who reside or work in Tequesta and Jupiter. Fire and police service would be hampered and thus lives would be put in danger by the volume of train traffic being projected. As one who owns a residence along that route, I strongly object to the plan.

John Steigenga
Unit 8205
Lighthouse Cove at Tequesta
10/27/14

| | |
|---|---|
| **From:** | Donna Friedman |
| **To:** | AAF_Comments@vhb.com; USCGD7DPBPublicComment@uscg.mil |
| **Subject:** | RE: Navigation and Economic Issues |
| **Date:** | Tuesday, December 2, 2014 2:42:16 PM |
| **Attachments:** | All Aboard Florida 2.docx |

---

Gentlemen:

There are a lot of areas where the proposal to run a high speed train through densely populated areas. This idea has not taken into consideration navigational issues, economic areas, feasibility and safety issues. It overlooks the fact that there has not been a profitable rail built anywhere in the country. The existing rail connection between Miami and Orlando has never made money and is currently being subsidized by tax payer money.

So why build another?

Simply so that a railroad that is primarily a freight company with an aging track bed would like to get a subsidized low cost method to build that track up to acceptable standards using tax payer money, the money is being borrowed by the AAF passenger rail line not the freight railroad is taking the loan. The tracks and right of way belong to the Freight entity. The borrowed money that is being backed by the USA (us) will go in to default when the rail line goes into bankruptcy. The track and other improvements to the track bed will have already been built, so the freight company comes out with a rebuilt track bed and a new connection to Orlando using our money. Let's not get hoodwinked into accepting this scam.

The navigational issues are put forth on the attached note.

**From:** FRANK BIRK
**To:** AAF_Comments@vhb.com
**Subject:** Re: no trains
**Date:** Tuesday, December 2, 2014 11:54:24 AM

---

My name is Elizabeth A. Birk. I live in North Fr. Pierce but all our doctors are in Vero beach. We travel to the doctors at least once a week and must cross the tracks. MY HUBAND HAD TWO HEART ATTACKS. WE NEED FAST ACCESS TO THE HOSPITAL. PLEASE STOP AAF TO SAVE SOMEBODIES LIFE. THANK YOU, ELIZABETH A. BIRK 13953 Cancun Ave Ft. Pierce fl. 35951 f_birk@ bellsouth.net

On Monday, December 1, 2014 10:46 AM, FRANK BIRK <f_birk@bellsouth.net> wrote:

I had two heart attacks and am awaiting the big one. I hope I can get to the hospital in time before the trains come rolling in. I happen to live on the wrong side of the tracks. PLEASE stop this terrible idea of high speed trains. Thank you, Frank j. Birk f_birk@bellsouth.net

**From:** Fred Kern
**To:** Fred Kern
**Cc:** AAF_Comments@vhb.com
**Subject:** Re: NO! to All Aboard Florida!!!
**Date:** Wednesday, December 3, 2014 8:58:57 AM

---

Dear Sir(s),

I am writing to you to provide input regarding the proposal for multiple high speed trains traveling through my area as proposed by All Aboard Florida. I understand that input will be accepted until December 3, 2014.

Please be advised that I support and echo the Riordan's position as forwarded and am adamantly opposed to the proposed high speed railway proposed by All Aboard Florida for the many reasons indicated. I have recently purchased my property at 269 Marina Drive for reasons similar to those indicated by Dr. Riordan.

Sincerely,

Dr. Fred Kern

On Tue, Dec 2, 2014 at 6:18 PM, Dr. Michael Riordan <drriordan_psydpa@bellsouth.net> wrote:

> Dear Sir(s),
>
> I am writing to you to provide input regarding the proposal for multiple high speed trains traveling through my area as proposed by All Aboard Florida. I understand that input will be accepted until tomorrow, December 3, 2014.
>
> Please be advised that I and my wife, Lucy, are adamantly opposed to the proposed high speed railway proposed by All Aboard Florida.
>
> First and foremost, residents will be delayed due to the road closings in accessing emergency treatment and the delays will cause deaths. This proposal reminds me of the recent fiasco that occurred for the governor of New Jersey in causing delays in crossing a bridge to New York City that resulted in death. We have many old and sickly citizens who frequently need access to emergency medical care in my area. The nearest hospital (Lawnwood Regional Medical Center) requires ambulance transportation over the railway that All Aboard Florida intends to use for its project (Shorewinds Drive on North Hutchinson Island that crosses the railway en-route to U.S. 1 and the hospital).
>
> Likewise, in the case of fires and other calamities occurring on North Hutchinson Island,

emergency vehicles will be delayed in crossing the railroad tracks due to the frequent use of the rails and the blockage of emergency vehicles in support of emergency operations on the Island.

I, my wife, and all of my neighbors live on North Hutchinson Island because it is a quaint, quiet and rural beachside community. An occasional sound of a train fits in with the quaint atmosphere that we have invested in. The noise pollution of multiple high speed trains do not fit in with the atmosphere that we have invested in and cherish. In the event of high speed trains that All Aboard Florida proposes, we are sure to lose on our investments as property values are sure to decline and our style of living will be taken from us.

For those of us who work on the mainland of our county, as I and my wife have, there will be extra expenses to us in commuter time as roadway closures caused by multiple high speed trains will delay our commutes. An occasional road closure is tolerable. Multiple closures throughout the day is intolerable. In addition to lost personal and work time due to delays from road closures, there is the added expense of lost gasoline for many in idling cars while waiting for the trains to pass and the crossings to re-open.

In addition to my adamant opposition to All Aboard Florida's proposal, I and my wife also object to the use of funds supported by taxpayers' money!!!

Thank you for considering our input.

Mike and Lucy Riordan

--
Sincerely,

Fred

| | |
|---|---|
| **From:** | Sarah Pooler |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Re: Pending applications for AAF from Fortress Investment Group |
| **Date:** | Tuesday, December 2, 2014 6:07:28 PM |

---

Please give credence to the strong **objection**s from this family residing in an area adjacent to the proposed expanded High Speed Rail line service through St. Lucie County in Florida . (32 trains daily !!!)

Approval for the proposed rail service (32 trains) coupled with acknowledged pending increases in Freight Train numbers, will have intolerable impacts on all of the numerous involved communities auto and boat mobility.

Of equal impact is the effect on thousands of adjacent property Values !!!!

Thank you for our hoped-for protection of millions of citizen's assets and health status.

J.R. Pooler and Sarah Pooler
St. Lucie County Residents

**From:** stanadelemal@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Re: Rail Concerns
**Date:** Saturday, September 27, 2014 1:28:51 PM

---

September 27, 2014

Dear Sir:
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 denies all applications..We are in full support of our Board of Directors resolution.

Sincerely,

Stanley J. & Adele Malinowski, 66 Woodland Dr. #204, Vero Beach, FL 32962

**From:** Ann Irvine
**To:** AAF_Comments@vhb.com; uscgd7dpbpubliccomment@uscg.mil
**Subject:** Re: Reminder: Fwd: Sanctuary: Draft Environmental Impact Statement (Respond by Dec 3rd)
**Date:** Monday, December 1, 2014 4:48:50 PM

---

CSX can't be used because of "trip time requirements"? I wonder what study determined that and who set the requirement? It's probably because FEC is freight and they figured they could usurp the existing freight shipments scheduled times easier than Amtrack schedules. I hope this train can be stopped!

Ann L. Irvine
Samuel W. Irvine Associates
1920 Palm Beach Lakes Blvd # 101
West Palm Beach Fl. 33409
Office 561-684-0222
Fax 561-684-0225

Referrals are the best reflection of customer satisfaction.

---
On Mon, 12/1/14, Elaine Kwan <emkwan@earthlink.net> wrote:

Subject: Reminder: Fwd: Sanctuary: Draft Environmental Impact Statement (Respond by Dec 3rd)
To:
Date: Monday, December 1, 2014, 4:30 PM

On 11/20/2014 12:22 PM, Elaine Kwan wrote:

USCG may be our only hope: uscgd7dpbpubliccomment@uscg.mil.
Anxious to hear their request.

Federal Law states:

§512. Obstruction of navigation
No bridge shall at any time unreasonably obstruct the free navigation of any navigable waters of the United States.
(June 21, 1940, ch. 409, §2, 54 Stat. 498 .)
http://www.tcpalm.com/franchise/shaping-our-future/martin-county-response-to-aaf-impact-statement-track-

crossing-marine-information-lacking_46883646

-------- Original Message --------

Subject:

Sanctuary: Draft Environmental Impact Statement

Date:

Sun, 02 Nov 2014 11:47:48 -0500

From:

Elaine Kwan <emkwan@earthlink.net>

Reply-To:

emkwan@earthlink.net

To:

undisclosed-recipients:;

Dear Neighbors,

I attended the Oct 30th meeting at the Kane Center where All Aboard Florida (AAF) presented their Draft Environmental Impact Statement (DEIS). Over 700 unhappy people attended a

severely flawed
presentation given by Federal Railroad Admin
(FRA). http://fra.dot.gov/eLib/details/L16033.

The Treasure Coast or (N-S Corridor, Cocoa-WPB,
129 mi) was
never asked to participate until now.

Four alternative routes for the trains have been
considered:

Existing CSX corridor along which Amtrak
operates

rejected because it didn't meet trip
time
requirements

Parallel to Florida Turnpike

rejected because of costly land
acquisition

Parallel to 1-95

rejected because of costly land
acquistion

Existing Florida East Coast corridor (FEC
)

currently proposed

We will be directly affected by the FEC
alternative with
noise and delays of 52 trains; 32 high speed
and 20
freight trains which will travel within feet
of our
community.

Please watch this video https://www.youtube.com/watch?v=Q_W6-IT_Y5Y&feature=youtu.be
and sign the Florida Not All Aboard (FNAA)
petition, if
you have done so. http://www.floridanotallaboard.net/

This is our one and probably only opportunity to be heard. Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Emailed : AAF_comments@vhb.com

Written comments may be mailed to:

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Avenue,

SE Room W38-311

Washington, DC 20590

We have until Dec 3rd. Please feel free to forward. Your life depends on it!

Your Sanctuary neighbor,

Elaine Kwan Geist

| | |
|---|---|
| **From:** | Ron Klowden Realtor |
| **To:** | AAF_Comments@vhb.com; john.winkle@dot.gov |
| **Subject:** | RE: Stop the train! |
| **Date:** | Tuesday, December 2, 2014 11:10:19 AM |

AAF_comments@vhb.com; john.winkle@dot.gov

Ron Klowden, P.A.
Real Estate Consultant
CDPE,CMS,QSC, PSC, REOS,LHMS
*Luxury Collection Specialist* sm
Berkshire Hathaway HomeServices-
Florida Realty
(772) 349-9235 direct
(772) 335-1481 fax
Member:
NAR (National Realtor Assoc.)
RASL(Realtor Assoc. of St Lucie)
RAPB(Realtor Assoc. of Palm Beach)
www.BallantraeRealty.com
www.Waterfront-Golf-Estates.com

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**From:** Ron Klowden Realtor [mailto:ron@realtyisus.com]
**Sent:** Tuesday, December 02, 2014 11:08 AM
**To:** 'AAF_comments@vhb.com'; 'john.winkle@dot.gov'
**Subject:** Stop the train!

I have not spoken to ANYONE in our community that is in support of "the Train"

I am a well recognized Realtor in the Stuart and Port St Lucie area and I am communicating with many residents. NO ONE is in favor of this massive disruption to our lifestyles and potential hazard to our environment.

I will not support anyone who is in favor of passing this issue and disrupting our wonderful Treasure Coast community
and our lifestyle. There is no benefit to our area!
From a standpoint of future home sales and property values in our area, this is a disaster!

Ron Klowden, P.A.
Real Estate Consultant
CDPE,CMS,QSC, PSC, REOS,LHMS
*Luxury Collection Specialist* sm
Berkshire Hathaway HomeServices-
Florida Realty
(772) 349-9235 direct
(772) 335-1481 fax
Member:
NAR (National Realtor Assoc.)
RASL(Realtor Assoc. of St Lucie)

RAPB(Realtor Assoc. of Palm Beach)
www.BallantraeRealty.com
www.Waterfront-Golf-Estates.com

**From:** Avikinglady@aol.com
**To:** AAF_Comments@vhb.com
**Subject:** Re:All Aboard Florida
**Date:** Thursday, October 30, 2014 12:42:03 PM

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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

| | |
|---|---|
| **From:** | Anthony Orrico |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Reasons for Opposition to the All Aboard florida Rail Expansion |
| **Date:** | Tuesday, October 28, 2014 12:48:11 PM |
| **Attachments:** | image.png<br>Reasons for Opposition to All Aboard Florida Rail Expansion.docx |

---

Please see the attached document,


***Dr. Anthony and Adriana Orrico***
***The Orrico Team FL at Loggerhead Realty***
***http://TheOrricoTeamFL.com***
***info@TheOrricoTeamFL.com***
***Tony 561.707.6188, Adriana 561.707.3079***
***Fax 561.575.0486***

**From:** Rutkoske
**To:** AAF_Comments@vhb.com
**Subject:** RECENT PROBLEM
**Date:** Tuesday, December 2, 2014 10:12:23 AM

---

My wife and I recently had DOCTORS APPOINTMENTS at 8:30 AM, next to the INDIAN RIVER HOSPITAL,we were driving east next to the VB AIRPORT
when a FREIGHT TRAIN was approaching the CROSSING. The gates went down, 220 FREIGHT CARS heading south created a BACK UP of
25 AUTOMOBILES at the CROSSING. After the train had passed, we crossed the TRACKS on the 2nd light change.

My CONCERN, IF AN AMBULANCE WITH A PATIENT HAVING A HEART ATTACK HAD BEEN IN LINE, IT COULD HAVE BEEN FATAL.

ADDING 32 PASSENGER TRAINS and FUTURE 20 ADDITIONAL FREIGHT TRAINS, THIS COULD BE VERY DANGEROUS.

PRESENTLY, AMTRACK has PASSENGER SERVICE from MIAMI to ORLANDO for $38.00, a DIRECT LINE, LOSES MONEY because it is NEVER FULL.

WHY would a SMART BUSINESS PERSON LOAN MONEY TO A CORPORATION to BUILD another PASSENGER SERVICE when,
the ALREADY EXISTING AMTRACK PASSENGER SERVICE LOSES MONEY ????????

The FEDERAL GOVERNMENT will only end SUBSIDIZING BOTH.

A CONCERNED AMERICA CITIZEN,

JOHN L. RUTKOSKE

**From:** Cieslewski
**To:** AAF_Comments@vhb.com
**Subject:** Reject All Aboard Florida
**Date:** Saturday, September 27, 2014 10:13:30 AM

---

I strenuously object to the plan to run up to 32 passenger trains a day from Miami to Orlando. As a resident of Vero Beach, I already put up with several freight trains a day impeding my travel in town and sounding their horns at the several crossings near my home. The increased train traffic would seriously affect my quality of life.

Paul Cieslewski
Vista Royale
63 Woodland Drive
Vero Beach, FL 32962

| | |
|---|---|
| **From:** | Ershow, Corey |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Rep. Patrick Murphy Official Comments on EIS |
| **Date:** | Wednesday, December 3, 2014 9:51:55 AM |
| **Attachments:** | EIS Public Comment Letter Final.pdf |

---

Dear Mr. Winkle,

On behalf of Rep. Patrick Murphy, please find attached his official comments on the AAF EIS. Please let me know if you need anything else.

Sincerely,

*Corey A. Ershow*
*Transportation Counsel*
*Congressman Patrick E. Murphy (FL-18)*
*Corey.Ershow@mail.house.gov*
*202-225-3026*

| | |
|---|---|
| **From:** | Pamela Fogt |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Reply to All Aboard Environmental Impact Study |
| **Date:** | Tuesday, December 2, 2014 10:34:57 PM |
| **Attachments:** | ATT00001.txt |

---

Dear Mr. Hinkle,

I hope my comments make the greatest impact on you. I will keep emotion at a minimum, and be as factual as possible. My husband and I were born and raised in Martin County, and have lived on the Treasure Coast our entire lives.

The two photos (at the bottom of this email) are from the back yard of our home in Eden, between Indian River Drive and the Savanna State Park. The western edge of our half acre property is bordered to the west by the FEC tracks. We have lived here 28 years, and yes, we knew the train would be our neighbor. We learned to sleep through the night, we feel the vibrations to our frame home. As you can see, we have structural damage to our pool deck and wall from the freight train vibrations. We can only imagine what it will be like with the planned 32 All Aboard Florida daily trains.

But that is not the only challenge for us: We own the property across the tracks, which you can see in the landscape photo. Our only access is to walk across the tracks. This could become a death defying experience in the future of AAF's plans really happen.

So, we ask you to deny AAF's request based on the following reasons:

1. Key parts are missing from the AAF Environmental Impact Study.

2. The EIS was not prepared by an impartial expert, nor did it include key elements that are materially important the Treasure Coast. It neglects to list Fort Pierce and Stuart as "affected environments," and inaccurately characterizes St. Lucie County as "low density residential and undeveloped." The consultants repeatedly ignored federal requirements and used erroneous information to make their case. It is the railroad administration's duty to comment on the report, not the company's. Our Treasure Coast residents insist on accountability in the FRA's oversight of the EIS.

3. The EIS's wildlife assessment was conducted by an incorrect agency - the Army Corps of Engineers rather than the U.S. Fish and Wildlife, and is woefully inadequate. It concludes "no adverse impact." This demonstrates either inability or inexperience, or a conscious disregard for existing law.

4. The boat traffic data is inconsistent with data collected by Martin County, and the collection methodology for the St. Lucie River Bridge was done with a model meant for vehicle-traffic. This needs to be re-evaluated with the utmost of accuracy. A local maritime lawyer has commented the safety issues at the single track, almost 100

year old St. Lucie FEC Railroad Bridge will be "dire," given the currents and volume of boats. This waterway is the vital cross state intra-coastal waterway from the Gulf of Mexico to the Atlantic Ocean. Total daily train crossings would grow from 10 in 2013 to at least 42 when AAF begins service, growing total weekday closing time from four hours to 9.8 hours--horrible for boat traffic, and it will turn our downtown car traffic to a standstill when trains come through the many Martin County crossings.

5. Our chances of being saved in an emergency at our home would be severely less if AAF is fulfilled. We live to the east of the FEC tracks, between the Walton Road FEC crossing and the Martin County Line crossing. Emergency access to the nearest hospitals require clearance at one of these two crossings. 32 or 42 more trains a day will put many lives in danger.

6. Potential train derailments, toxic material spills and the two dramatic curves in the tracks north of the Roosevelt Bridge could bring immeasurable harm to our community. Straight lines are needed for high speed rail.

7. Using this existing corridor, because it is here and owned by a private company, does not justify a project of this magnitude. It would have a significant, detrimental effect on the communities that border the FEC.

8. Please make AAF go west, either parallel to I-95, or use the CSX tracks.

9. It seems incomprehensible that this endeavor will be an economic success. There is no example of a profitable endeavor like this in the US or anywhere in the world.

10. Last, but not least: The character and soul of the Treasure Coast communities will be devastated if this happens. People will leave. Property values will decline. My husband and I just sold a lot in Jensen Beach within a hundred feet of the FEC tracks. We were once offered $200,000. It sold for $120,000. This is just the beginning, and it could only get worse. Martin County is a coastal, estuary community. The FEC cuts through the heart of our downtown, with residential areas bordering the entire track area. AAF is totally incompatible with this area. We will have all the pain, no gain.

I invite you to come down and see this for yourself. It will be shocking. We had more citizens attend the EIS Public hearing in Martin County than all the meetings combined.

Please see the truth, and don't be swayed by Fortress or AAF. You would not tolerate this if you lived here.

Respectfully,
Tom & Pam Fogt
12746 Refuge Lane
Jensen Beach, Florida 34957
Home: 772-229-5134
pwfogt@yahoo.com

Sent from my iPad

**From:** Rick Brown
**To:** AAF_Comments@vhb.com
**Subject:** Representation Please for People Affected
**Date:** Monday, December 1, 2014 6:56:19 AM

---

Far too many negative impacts as proposed. Make them build tracks along I-95 corridor, if at all. Chaos because of greed and discern for residents and environment. Please do not allow this. What if it was you?

**From:** Sheryl
**To:** AAF_Comments@vhb.com
**Subject:** Reroute AAF!
**Date:** Wednesday, December 3, 2014 1:34:52 PM

---

We strongly urge you to consider the Turnpike or I95 corridors for All Aboard Florida. Our communities are anxious and angry with the proposal to run 32 trips through our cities and towns.

It is understood that this is a business, and profit is the name of the game. However, there are these other viable alternatives open to you. Whether it's passenger or freight, it's time to relocate the railway system to the fairly rural, middle part of our state.

Perhaps it will take more planning and money on your part, but there would be virtually no opposition to that location, saving you time and frustration.

We are not against the railroad. We are against the manner in which this has been thrust upon us, with no consideration.

Look at the Turnpike/I95 options!

Sheryl Creekmore
Grand Harbor
Indian River County

Sheryl's iPhone

**From:** Ed Werner
**To:** AAF_Comments@vhb.com
**Subject:** Reroute All Aboard Florida
**Date:** Wednesday, December 3, 2014 11:26:57 AM

---

If there are to be no stops in Jupiter, Stuart, Fort Pierce and Vero Beach, the trains should be routed west from West Palm Beach to express tracks to be laid appropriate to high speed trains. The entire concept is ill-conceived and does not serve the actual residents whom it will inconvenience on a regular basis, let alone endanger at the crossings. I would like to take a train to Miami or Orlando, but if I have to drive an hour to get to a station, I might just as well drive the rest of the way. This could have been a good thing for Florida if done the right way.

Edward K. Werner
11410 164th Ct. N.
Jupiter, FL 33478-6114

**From:** norma smith-cost
**To:** AAF_Comments@vhb.com
**Subject:** resident from Port St. Lucie
**Date:** Wednesday, December 3, 2014 12:15:12 PM

---

Dear Sirs,

I realize this is the last day for making comments about AAF. I could not attend any meetings, but have read the newspapers and listened to the news reports on television.

I don't know how any authority can knowingly impair the action of Emergency Vehicles. There is no way an ambulance or Fire Truck or Police Car needs to be delayed due to train traffic--from Orlando to Miami. Isn't the Treasure Coast worth protecting? All citizens in Florida need to know that new constructions will not impair the rescue and support of emergencies. Minutes lost waiting at a "train passage way" is absolutely stupid, ignorant and dangerous.

I do not support this AAF train concept. The Treasure Coast needs to be protected for emergencies first.

Thank you for your consideration,

Norma Smith-Cost
6134 NW Wild Cotton Way
Port St. Lucie, Fl. 34986

| | |
|---|---|
| **From:** | Bill Aufiero |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Response to AAF EIS |
| **Date:** | Wednesday, November 26, 2014 3:00:43 PM |
| **Attachments:** | Response to AAF EIS.docx |

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Old Vero Ice Age Sites Committee is submitting the attached file as:

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.

Please address all replies to:

OVIASC

P.O. Box 351

Vero Beach, FL 32961-0351

Randy Old President

| | |
|---|---|
| **From:** | Julie Preast |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | Martin County Commissioners; Beth Beltran; Kevin Freeman; Terry Rauth; Anna Colgan; Edward Erfurt; Pinal Gandhi-Savdas CRA; Paul Nicoletti; Sheila Kurtz; Joe Capra; Taryn Kryzda; Nancy Weiss |
| **Subject:** | Response to All Aboard Florida Draft Environmental Impact Statement |
| **Date:** | Friday, November 21, 2014 10:33:12 AM |
| **Attachments:** | RCC All Aboard Florida DEIS.pdf |

---

Hello Mr. Winkle,

Attached is the response from the Rio Civic Club regarding the Draft Environmental Impact Statement that is due by December 3rd.
The original letter is being sent to you by U.S. Mail.

Julie Preast
Secretary
Rio Civic Club
772-692-1163

**From:** Donna Selquist
**To:** AAF_Comments@vhb.com
**Subject:** Response to DEIS
**Date:** Friday, September 19, 2014 6:09:11 PM

---

I continue to be opposed to AAF's plans to expand and build additional rail service between Orlando and Miami, along the proposed route. I live on the Treasure Coast, and there is absolutely NO BENEFIT to Treasure Coast communities from AAF.

AAF would present significant harm to our land and water environments, including numerous natural areas and environmental preserves through which AAF would pass. Numerous protected and endangered animals and birds inhabit these areas, and many people (myself included) uses them recreationally. 32 passenger trains a day running through these areas would be a disaster - both due to the noise and inevitable collisions with wildlife.

AAF's plans would also interfere with the many bridge crossings throughout the Treasure Coast, which would be a problem both for boaters and emergency responders. Heavy rail traffic would also increase the stress on our bridges, some of which are approaching 100 years old. I note that one such bridge (altho in Jacksonville) is now closed for urgent repairs.

The noise and disruption to nearby residential communities, and the loss in property values to homeowners would also be devastating.

Further, I believe it is totally unrealistic to expect traffic between Orlando and Miami to require 32 RT passengers trains each and every day. Passenger needs/demands simply will not be there.

I think the real motive behind AAF is to increase the value of commercial real estate properties along the route, and it is my understanding that the parent corporation does, indeed, own such properties.

Treasure Coast communities do not need - or want - AAF. If a need for such rail expansion is real, for God's sake, let it be built out in the Western parts of our counties, thru mainly agricultural land.

Donna Selquist
Port St Lucie, FL

| | |
|---|---|
| **From:** | sisustarfish@aol.com |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | andrew.w.phillips@usace.army.mil |
| **Subject:** | response to FRA DEIS for AAF |
| **Date:** | Wednesday, November 26, 2014 12:25:15 PM |
| **Attachments:** | TIC_draft_to_DEIS.docx |

---

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

| | |
|---|---|
| **From:** | Sally Batz |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Response to the Environmental Impact Statement |
| **Date:** | Saturday, November 22, 2014 8:00:09 PM |
| **Attachments:** | RCC All Aboard Florida DEIS Response.pdf<br>ATT00001.htm |

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**Dear Sir/Madame,**

**My husband, Henley Sandidge and I are responding to the Environmental Impact Statement. We live in Rio at 88 N.E. Alice St. and are very close to the FEC tracks that currently carry only freight through our neighborhood and city. We have lived in this location since 1997 and are conditioned to the current freight traffic. Sometimes we are inconvenienced as are all of our neighbors and citizens of Stuart and Martin County. We have learned to accept delays and inconveniences. With an added 32 trains a day, and the anticipated speed coming through our town and neighborhoods, we are very alarmed at the cavalier attitude of FEC with regards to our community. We are also pretty certain that high speed passenger trains are not the main reason for this whole controversy.**

**Also, I do remember a train derailing several years ago not more than 1/2 mile from our residence. This was a SLOW freight train, not a "high speed passenger train". I am a runner and cross those tracks almost daily. These are OLD tracks and have very little safety features for pedestrian and vehicular crossing currently. I also run across the old Roosevelt Bridge and see the VERY OLD Train bridge that crosses the St. Lucie River. As you can tell, I'm sure, we are not in favor of 32 additional high speed passenger trains on the current tracks. I would applaud High Speed Trains that traveled West of the city, and also allowing for a Martin County Stop.**

**A very detailed study has been put together with many concerns, which I am attaching. This response is just a personal one from me, Sally Batz, and my husband, Henley Sandidge.**

**Thank you very much for your attention and the opportunity to respond.**

**Respectfully,**

**Sally Batz and Henley Sandidge**
**88 N.E. Alice St.**
**Jensen Beach, FL 34957**
**sallyfbatz@gmail.com**

| | |
|---|---|
| **From:** | Rebecca Ascoli |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Review of Environmental Impact Statement for AAF |
| **Date:** | Thursday, October 23, 2014 2:14:54 PM |
| **Attachments:** | Review of DEIS for AAF.pdf<br>ATT00001.txt |

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My review of the Draft Environmental Impact Statement for the All Aboard Florida project is presented in the attached pdf. Please confirm receipt of this email.

Rebecca Grant Ascoli, P.E.

**From:** Glenn Ryals
**To:** AAF_Comments@vhb.com
**Subject:** Roosevelt Bridge over St. Lucie River
**Date:** Tuesday, September 23, 2014 12:37:22 PM

---

**The Roosevelt Bridge over the St. Lucie River in Stuart Florida is dangerously narrow. Only one vessel can pass this narrow bridge at a time in either direction. There is no good area to turn a vessel immediately on either side of the Railroad bridge crossing and with strong currents this is already a dangerous passage. The bridge lowers approximately 10 minutes before a train crosses and doesn't raise until 10 minutes after the train has passed. On weekends, the stacking of vessels wishing to pass through this dangerous bridge will amplify the existing risks. The Environmental Impact Statement suggests that the down time for this bridge will almost triple from 2.7 hours to 7.6 hours on the weekends when there is the heaviest boat traffic. This will be a disaster for the numerous boats and Marinas to the west of the bridge and is certain to have a negative impact on homeowners with docks throughout this area.**

**The following comments from All Aboard Florida are a joke. They suggest three ideas "to reduce vessel delay and queuing" as follows, NONE of which does a single thing "to reduce vessel delay and queuing".**

**All Aboard Florida will implement a series of mitigation measures to reduce vessel delay and queuing at the St. Lucie, Loxahatchee and New River bridges, including:**

**Developing a set schedule for the down times of each bridge for passenger service.**

**Providing public access to the bridge closure schedules online and keep that schedule updated daily.**

**Developing coordination plans between All Aboard Florida and local authorities during peak vessel travel times on holidays and major public events.**

**The Roosevelt Bridge needs to be completely rebuilt and elevated like the adjacent US 1 bridge to avoid a tremendously negative impact on the boaters and homeowners in this large geographic area. These owners and boaters have the same rights to navigate these waters safely as do the**

**trains. This navigable waterway includes the only passage across the state to avoid an otherwise long trip around the trip of Florida. This is a very strategic bridge crossing and needs to be dealt with in a responsible manner. We do not need to be railroaded. Boaters are a major part of the lifestyle in Stuart.**

**From:** Virginia Dollahite
**To:** AAF_Comments@vhb.com
**Subject:** RR comment
**Date:** Wednesday, December 3, 2014 1:00:42 PM

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This is to tell you that I am NOT All Aboard FL!! No to the train!! The Roseland Road crossing will affect the Fire Station & the Hospital that are nearby not to mention all the people living in the area. Delays in fire trucks and ambulances is not a good thing!! The curve is dangerous enough now on the RR near the Sebastian River bridge. No to passenger service - it will not be profitable & the taxpayers will have to pay to enrich/bailout a private investment company that is already RICH! No taxpayer funds to be used please. This crazy idea of passenger service is just to get someone else to pay to upgrade their tracks! No to double tracks! What will this do to the endangered Scrub Jay? What about all the turtles and other animals that will be killed to enrich a private investment company!

This whole idea of more freight trains needs to be shifted out west where there will be less/no damage to sensitive environmental issues (scrub jay, tortoises). This area was OK for trains in the old days when the populations was small and it was mostly undeveloped land. Well, it's not that way anymore. No more trains! No more delays at the crossings! No more noise and vibrations and dust from the trains! No , a thousand times NO!!! I live near the Roseland Road crossing and my property values would never recover if you allow high speed trains. There is a church, a preschool & post office plus the dump/ transfer station, all within feet of the crossing there. It would be bad for them all! There is already a traffic problem here. No more trains! Move to the toll road area or out west. NO, NO, NO!!!

I hope you pay attention to proper studies NOT paid for by AAF and Fortress Investment group! They have to be biased & flawed. They showed nothing in between W Palm and Cocoa which is NOT the case. Lots of people & businesses that have not recovered from the great recession are here near the railroad. Will probably never recover with all the roads blocked by trains. What about the train horns which wake us at all hours of the night now? With more trains comes more horns & less sleep. No to the train!! No way!

Yours sincerely, Virginia Dollahite, 8135 133rd Pl., Sebastian, FL, 32958

**From:** Bonnie Protsko
**To:** AAF_Comments@vhb.com
**Subject:** RR Tracks
**Date:** Wednesday, December 3, 2014 9:45:32 AM

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Dear Sirs: I bought a house in Jensen Beach, FL twenty plus years ago because it was quiet, with wonderful neighbors and the local government seemed to be considerate of the locals well being. (See restrictions on building heights). I came from a small New England town and Jensen Beach reminded me of the same caring atmosphere.

This idea of All Aboard Florida running railroad tracks through the small downtown areas of any FL downtown area is ludicrous. What part of "good for the environment" are they trying to push into the local peoples laps? I've looked at what three more tracks in downtown Jensen Beach will obliterate. Businesses torn down, the new turn about gone and the downtown literally destroyed. Have any of you gone to Jammin Jensen on a Thursday night? They have a great street fair. Who's going to pay to have these roads rebuilt and designed?

The relatively new condos off Old Dixie Hwy. on the inlet at the Stuart, Jensen Beach border is heartless. Good Lord there is barely enough room now for the present freight tracks much less moving roads and businesses and those homes. What about the downtown area of Stuart those businesses are not going to survive a speedy railroad running through the center of town. What kind of consideration are these PEOPLE getting. Anywhere near the thoughts for animals and alligators on the score card All American is compiling?

So if any environment is going to be disturbed by moving these proposed tracks to the west along the turnpike corridor it would have far LESS impact on our HUMAN environment, homes businesses and way of life and SHOULD BE CONSIDERED.

Bonnie A. Protsko
3112 NE Spruce Ridge Avenue
Jensen Beach, FL 34957

**From:** GEORGE JR ROBERTSON
**To:** AAF_Comments@vhb.com
**Subject:** RUNAWAY TRAIN
**Date:** Tuesday, December 2, 2014 7:28:00 PM

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PLEASE BE ADVISED THAT I HAVE ADVISED MY WIFE ABOUT WRONGFUL DEATH SUITS IN THE EVENT THIS TRAIN BLOCKS MY ACCESS TO IRMC & MY CARDIOLOGIST IN THE EVENT OF A CARDIAC PROBLEM REQUIRING EMERGENCY MEDICAL CARE.
IF THE TRAIN CONTRIBUTES TO MY DEMISE, BE ASSURED I WILL DO ALL I CAN TO COME BACK AND HAUNT THE TRAIN.
GEORGE ROBERTSON JR ESQ

**From:** John Garrison
**To:** AAF_Comments@vhb.com
**Subject:** Safety Issues - All Aboard Florida
**Date:** Monday, December 1, 2014 10:28:03 AM

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As a frequent driver on SR 528 between I 95 and Orlando, I am greatly concerned by placing All Aboard Florida tracks in the SR 528 right-of-way because of safety issues . Such as: Wind pressure from a 100mph train on adjacent traffic

Train headlights in total darkness blinding approaching drivers only a few feet away

Adequate safety barriers so a minor traffic accident doesn't end up on rail tracks

Interference with roadway traffic during construction

Drivers mental anguish when 100 mph train approaches head on only a few feet away

The use of SR 528 right-of-way should NOT be permitted

John Garrison-Vero Beach, FL

**From:** Joseph Lazarski
**To:** AAF_Comments@vhb.com
**Subject:** Safety
**Date:** Wednesday, December 3, 2014 9:39:52 AM

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Re: All Aboard Florida. I am deeply concerned about the dangers involved with high speed trains travelling on grade in populated areas. In Vero Beach where I live, the tracks run through both residential and business areas. Children, senior citizens, and pets will be most at risk.

According to the Federal Railroad Administration Office of Safety Analysis, there have already been 620 deaths this year as a result of train accidents in the U.S. How many more accidents and deaths will there be if high speed trains are racing through highly populated areas?

I cannot understand how anyone could condone AAF's plan in light of the safety risks involved.

**From:** Olsen Gail
**To:** AAF_Comments@vhb.com
**Subject:** SAFTY CONCERN FOR MARTIN COUNTY CHOLDREN
**Date:** Friday, November 28, 2014 1:29:16 PM

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November 27,2014

Your organization has stirred up quite the hornets' nest on the Treasure Coast of Florida. I have lived here in this beautiful community since 1982. I lived here when there was no big multi-billion dollar Roosevelt Bridge that was originally built to elevate the traffic congestion when the railroad trestle was lifted to allow marine traffic to pass through the narrow channel. The standard laughing joke in town was you were late for your business meeting because "the bridge was up"! It was a wonderful excuse because all of us had been caught by the bridge at one time or another! Then, about 10-12 years ago, the federal government assisted our community by helping us build a beautiful high-rise bridge that took away our standing 'excuse'.

Now you talk about splitting our quaint village again (Stuart's the best kept secret in Florida) and, yet again, you'll be steam rolling trains through this village and dividing us into the East side and the West side of the tracks. What good did the billion-dollar bridge do because we're right back where we started with the obsolete trestle bridge?

Local merchants and restrantuers have revitalized the downtown area bringing life and fun back to Stuart. Imagine sitting outside one of our new gourmet restraunts and having the sound and vibration of one of the 32 train trips through Stuart ruining your evening? Revitalization has taken many years and a lot of hard word by many people! Not to mention, it is the only route to our main hospital. Police and fire rescue are on the opposite side of the tracks, too.

I have a serious point to highlight that, to my knowledge, has not been addressed in any of the political rhetoric I have read. I also went to the meeting at the Kane Center that was a complete waste of time. I was an elementary school principal at a school north of the Roosevelt Bridge for many years and an assistant principal of another northern school for even more years. There are two elementary schools and the county's Environment Studies Center that each child in the county, in grades K-8, visits once a year. They are all on the east side of your proposed tracks and are isolated from bus, police and fire rescue. These three centers are mandated to write a Nuclear Disaster Evacuation Plan each year, because they fall within the ten-mile radius of the South Hutchinson Island Nuclear Power Plant. Plans must be reviewed

and approved by the Federal Nuclear Regulatory Agency annually. The schools bus yard, however, is on the east side of the tracks with no access to these schools. This is where we have a serious rub. During my tenure as Principal, we had a brush fire that came to the edge of the school fence. With the cooperation of the school bus department, my staff and local police and fire rescue, we safely evacuated 650 children and 75 adults from that property without an incident, in 20 minutes. From the time the buses were called until the last bus left, we were out of there in lightning speed!!! It will never happen if your trains are running through Stuart, severing the access to the busses. We have 21 schools in our county and 18 are on the west side of the tracks. There are no safe means to get to the children out of 18 schools. Martin County is known for its excellent schools but AAF is going to put 18,000+ students in jeopardy because we can't safely evacuate them in times of crisis or inclement weather. Simple mayhem! Parents will stop your trains to get to their kids! That's a guarantee!

Another point; please use the tracks that run through the middle of the state. They are there, use them and don't disrupt the entire Treasure Coast. No one locally will receive any benefit from your trains, only headaches! We don't get a stop! It's faster and cheaper to drive to Orlando from Stuart. Make your plans and "GO WEST FROM WEST PALM BEACH". You won't have 10,000 riders a day! You'll go bankrupt at the taxpayers' expense and then bring in the freight trains, which is the original goal of your company!

I implore you to reconsider this route. There are plenty of cows in the middle of the state that would be thrilled to see a moving object rolling through their quiet pastures but the Treasure Coast is strongly opposed to **any** part of AAF!

Sincerely yours,

Gail S. Olsen, BSE. MEd, EdS

1575 SW Shady Lake Terrace
Palm City, FL 34990
Tel: 1-772-286-7138

| | |
|---|---|
| **From:** | Awsb Worthington |
| **To:** | John.Winkle@DOT.gov; AAF_Comments@vhb.com |
| **Cc:** | rick.scott@eog.myflorida.com; bill@billnelson.senate.gov; Greg_Langowski@rubio.senate.gov; Congressman.Posey@mail.house.gov; gardiner.andy.web@flsenate.gov; altman.thad.web@flsenate.gov; john.tobia@myfloridahouse.gov; steve.crisafulli@myfloridahouse.gov; ritch.workman@myfloridahouse.gov; tom.goodson@myfloridahouse.gov; ananth.prasad@dot.state.fl.us |
| **Subject:** | Scam, Sham and FlimFlam.. |
| **Date:** | Monday, December 1, 2014 8:59:55 PM |

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**DATE:** __11/30/14 and 12/01/14_____

**TO**: John.Winkle@DOT.gov and AAF_comments@vhb.com (AAF_comments@vhb.com)

**FROM:** ___WorthingtonManor1@gmail.com

9847 Riverview Drive Micco Fla 32976

Dear Sir, Sirs et al...

I am very sorry to have to write this letter to y'all... I doubt it will be read but find it's way to your junk files... atypical of all big biz and our wonderful government...

Just some feedback for you.....

Your meetings were the sham, your reports were the scam and your feedback is the flimflam...

what on earth are you guys thinking? do you even have a heart? or care about your fellow citizens?... Dumb question, probably not, or it would not have gone this far to disrupt life and property in Florida.

Please rethink your actions...

I am writing with concerns about the All Aboard Florida (AAF) passenger rail project and the Draft Environmental Impact Statement (DEIS) they have forwarded to the Federal Railroad Administration (FRA) for review and comment.

Concerns: There are many, as a home owner and land owner in Little Hollywood, Micco Fla, you will be impacting not only my home value, my lot values and the neighborhood property values, but the entire area with a proposed new bridge, widening of the tracks and waterway destruction for many years to come, most probably the rest of my life on this earth.

I worked for an entire lifetime to purchase property and retire here, looks like you don't care about that either... I already have cracks in my ceilings and flooring from the increased freight presently moving up and down the tracks, we are not talking an old "florida cracker" house here folks.. I have strategically rebuilt and replaced an entire home since 2004...

**It's almost unbearable to sleep through the night now with the horns and existent trains, I can't even envision what the horns and alternator whining and the weight rumbles shaking us out of bed during the night will ensue once**

**the larger more numerous engines get rolling along here ... it's already shaking the dishes, windows, grandfather clock...**

The DEIS repeatedly refers to the impacts of adding 32 high speed trains as “will be mitigated.” No remedies are discussed for important issues like noise, vibration, air quality, construction staging or the impact more freight and 32 passenger trains will have on our natural habitats and wildlife. There has been a serious attempt by AAF to fool us into accepting their plan with misleading facts or partial truths at area forums. Additionally, as the South Florida Phase 1 segment is moving forward, many people believe there is nothing wecan do to resolve their concerns. That sentiment has been used by AAF to limit comments and promise local officials concessions and/or stations “sometime in the future.”

The new AAF tracks will bisect our community of mostly retired and senior residents. This means increased train activity could virtually cut off the east parts of my neighborhood from western portions. This is a serious impediment to the delivery of emergency services. Neighbors will be separated from neighbors and access to needed community services will be limited by increased delays at crossing.

Safety at railroad crossings is also a huge concern. Add 32 daily high speed trains, PLUS 16 to 20 freight trains to road crossings, that are level to the roadway (grade level) and we have an accident waiting to happen.

Safety? I doubt you care about that either...

Also not adequately addressed is the demolition and replacement of the St. Sebastian River railroad bridge. AAF states the bridge will remain in its right-of-way. While the bridge may be in the right-of-way, the tracks are being moved east and at landfall will impact homes in the Little Hollywood community. Among the issues “to be mitigated” are the impacts of bridge construction on the annual winter migration of the Florida Manatee, an endangered species. The St. Sebastian River is treated as a stand-alone issue. No mention is made concerning its use as a watershed by the St. Johns River Management District or that the River is a tributary of – and included in - the National Indian River Lagoon Estuary, a Lagoon of national importance and in critical need of restoration.

Finally, Florida already has a passenger train that goes from Miami to Orlando and no one rides it. It’s called Amtrak. Have you ever ridden it? I think not... it's a farce...

I am asking the Railroad Administration to reject the flawed Draft Environmental Statement and tell All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal. Better yet, tell them to move their trains west. Florida voters approved an amendment to the state's constitution in 2000 authorizing a high speed "bullet" train adjacent to Florida's Turnpike.

Yes, yes, yes, take your money and move it west for a shorter route, less impact on our lives and wildlife concerns

Lets rethink this guys... for some quality of life for the rest of our time... you're probably some wealthy puke and could care less, we are not, and don't have the money left to pull up stakes and find some place better... you are ripping apart florida, gentlemen...

Sincerely yours,

Barry and Wendy Worthington

9847 Riverview Drive

Micco, Fla 32976

**From:** Bill Pasco
**To:** AAF_Comments@vhb.com
**Subject:** Sebastian rail crossings
**Date:** Monday, December 1, 2014 10:33:29 AM

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Dear Sirs,
I live within 2000' of the Barber St crossing. So do over 2,000 neighbors in 3communities on both sides of the tracks. Check the google earth view to see the density in this area.

There are crossings 1/2mile north and 1mile south of Barber St. We now hear whistles for both crossings as well. Please do not approve any track use by aaf until no whistle crossings are in place.

Two Scrub Jay sanctuaries are also impacted. Both are on Barber St. They are 1,800' and 4,000' west of the rail crossing. These endangered birds have been cared for by children and staff of the Pelican Island Elementary School since 2,002.

I vote for locating new tracks in the center of the State.

Please add these comments,
Bill Pasco
5760 Marina Dr.
Sebastian, FL 32958
Sent from my iPad

| | |
|---|---|
| **From:** | Bailey, Fiona |
| **To:** | AAF_Comments@vhb.com; USCGD7DPBPublicComment@uscg.mil |
| **Cc:** | McAliley, Neal |
| **Subject:** | SENT ON BEHALF OF NEAL MCALILEY: Comment Letter regarding the DEIS for the All Aboard Florida Project on behalf of the Marine Industry Association of Palm Beach County, Inc. |
| **Date:** | Wednesday, December 3, 2014 1:53:18 PM |
| **Attachments:** | Comment Letter to FRA dated December 3, 2014.pdf |

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Good afternoon:

Attached is the Marine Industry Association of Palm Beach County, Inc.'s Comment Letter dated December 3, 2014 regarding the DEIS for the All Aboard Florida Project.

Regards,

**Fiona Bailey** | Practice Assistant to Neal McAliley
**T** +1 305 925 4702 **E** fbailey@whitecase.com
White & Case LLP | Southeast Financial Center
200 South Biscayne Boulevard, Suite 4900 | Miami, FL 33131-2352
WHITE & CASE

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| | |
|---|---|
| **From:** | Bailey, Fiona |
| **To:** | AAF_Comments@vhb.com; USCGD7DPBPublicComment@uscg.mil |
| **Cc:** | McAliley, Neal |
| **Subject:** | SENT ON BEHALF OF NEAL MCALILEY: Comment Letter regarding the DEIS for the All Aboard Florida Project on behalf of the Marine Industry Association of Palm Beach County, Inc. |
| **Date:** | Wednesday, December 3, 2014 1:53:18 PM |
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Good afternoon:

Attached is the Marine Industry Association of Palm Beach County, Inc.'s Comment Letter dated December 3, 2014 regarding the DEIS for the All Aboard Florida Project.

Regards,

**Fiona Bailey** | Practice Assistant to Neal McAliley
**T** +1 305 925 4702 **E** fbailey@whitecase.com
White & Case LLP | Southeast Financial Center
200 South Biscayne Boulevard, Suite 4900 | Miami, FL 33131-2352
WHITE & CASE

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**From:** Artie Jo Chapman
**To:** AAF_Comments@vhb.com
**Subject:** St Lucie river railroad bridge
**Date:** Saturday, November 22, 2014 3:20:11 PM

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The only east west corridor for commercial and pleasure craft is via the St. Lucie river and access is controlled by the railroad bridge. If the bridge is down for prolonged periods, boating traffic can back up. The current in this area is very strong. When the bridge does open, the waiting boats must go through a very narrow passage. There is not enough clearance for boats to pass each other, so the eastbound or the westbound must wait for the others boats to clear the bridge. With prolonged waiting to pass under the opened bridge, boaters could become frustrated and rush through without being courteous thus opening up the possibility for boating accidents to occur.
This is a very dangerous area because of the current and forcing boaters to wait for extended makes it more dangerous.

Please take the additional train traffic to the west where they will not affect the boat traffic on the St Lucie river.

Artie Jo Chapman
2426 SW Foxpoint Trail
Palm City, FL

| | |
|---|---|
| **From:** | GBohner@aol.com |
| **To:** | AAF_Comments@vhb.com |
| **Cc:** | GBohner@aol.com; mhstaruch@comcast.net; TBohner@aol.com; fdulas@yahoo.com; rsc501@aol.com; waterdogsmc@gmail.com; patrickmurphy-no-reply@mail.house.gov |
| **Subject:** | St. Lucy River Train Bridge - My Actual Time Measurements |
| **Date:** | Tuesday, September 23, 2014 9:42:00 AM |

September 23, 2014

Office of the Commander
Seventh Coast Guard District
Brickell Plaza Federal Building
909 Southeast 1st Ave.
Suite 432
Miami, FL 33131-3050

RE: All Aboard Florida – My Actual Time Measurements for the St. Lucy River Train Bridge

During a boat trip on Saturday, 6/14/14, around 10:30 am, we were stopped by the train bridge coming down. We did not arrive until after it had started coming down, so I added an estimated 1 minute to the following time measurements. The bridge was was so slow coming down that sometimes I could hardly tell if it was moving.

I took the following time measurements:
Time to come down (close) - 5 minutes,
Time for train to arrive after bridge closed - 18.5 minutes,
Time for train to pass - 4 minutes,
Time waiting to begin raising (opening) after train passed - 1.5 minutes,
Time to raise (open) - 1.5 minutes.
Then it took an additional 1.5 minutes for the Old Roosevelt Car Bridge to open, plus an estimated 5-10 minutes for all the backed-up boat traffic to get through.

Total elapsed time for just the train bridge open/close was 30.5 minutes, and 32 minutes (0.53 hours) including the Roosevelt Car Bridge opening.

But there is more. The Old Roosevelt Car Bridge is adjacent to the train bridge. The Roosevelt Bridge Tender <u>will not open that car bridge</u> when he knows the train bridge will be closing soon -- I have waited an <u>additional</u> 15 minutes at the Roosevelt Car Bridge just for the train bridge to start coming down. This wait time should to be added to the above measured times.

Do the math! 32 - All Aboard Trains multiplied by 0.53 hours equals 17 hours closed just for the new passenger trains. That leaves 7 hours available for the Freight Trains and boat traffic. If there are 8 Freight Trains, that uses 4 1/4 hours for them, leaving 2 3/4 hours per day for boat traffic. However, aren't they planning more freight trains due to the Panama Canal improvements, leaving less for boats? And, please Do Not Forget that you must add in the time that the Roosevelt bridge tender cannot open because he is expecting the train bridge to close. Conclusion - there will be absolutely NO TIME OPEN for boat traffic!

But there is even more. The above measurements and calculations assume that train traffic will be evenly disbursed over a 24 hour day. Practically speaking, the 32 new passenger trains will be concentrated, probably between the hours of 6 a.m. to 8 p.m., which is only 14 hours (not 24 hours) to handle the majority of the trains. These are the same 14 hours that almost all the boaters want to get through the bridge. Even more reason that the train bridge will PROBABLY NEVER OPEN FOR BOATERS.

Addendum: I just received the Preliminary Impact Study. The time estimates in this Study certainly do not correlate with my actual experience!

Guy Bohner
2376 NW Fork Rd. (North River Shores)
Stuart, FL  34994
772-934-6850

**From:** jbmicco@comcast.net
**To:** John.Winkle@DOT.gov; AAF_Comments@vhb.com
**Subject:** St. Sebastian River and Bridge comments AAF DEIS
**Date:** Monday, November 24, 2014 3:00:55 PM
**Attachments:** St. Sebastian River and Bridge comments to DOT.pdf

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**From:** Jean Defrancis
**To:** AAF_Comments@vhb.com
**Subject:** Stop AAF from ruining Stuart
**Date:** Wednesday, December 3, 2014 12:56:52 PM

---

32 high speed trains DAILY thru Stuart will be the end of our fantastic town, with people not able to get thru the stopped rr system to get to the Lyric, restaurants, shops; not to say emergency vehicles to hospitals, to families. We could go on & on with why the trains should be routed to the west after WPB, which is more direct to Disney parks. Please consider the voters of this area & our lifetime investment in Stuart.

Jean M. DeFrancis
175 SE St. lucie Blvd.
Stuart FL 34996

Sent from my iPhone

**From:** babettemalaney@bellsouth.net
**To:** AAF_Comments@vhb.com
**Subject:** Stop AAF PLEASE!
**Date:** Wednesday, December 3, 2014 7:32:48 PM

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John Winkle
Send the trains out west of town. This AAF will not help tourism it will only be a big inconvenience on those of us who live very close to the tracks and cross them daily. Traffic is bad enough and with the tourist season it is insane. I've lived in Jupiter/Tequesta since 1962 (yes call me old timer and I'm proud!) but this is the worst. Harbor side is another subject... Please help all of us who oppose this AAF and STOP THIS. We should have had a vote on this. What happened to. "By the people-for the people-of the people". Thank you
Babette Malaney

Sent from my iPhone

**From:** Robert Puglisi
**To:** AAF_Comments@vhb.com
**Subject:** Stop AAF! Leave us in peace.
**Date:** Monday, October 27, 2014 6:32:36 PM
**Attachments:** image.png

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| | |
|---|---|
| **From:** | Robert Puglisi |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | STOP AAF!!! |
| **Date:** | Monday, October 27, 2014 7:43:53 PM |
| **Attachments:** | image.png |

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PLEASE DONT LET THIS HORRIBLE TRAIN DESTROY OUR COMMUNITIES.

**From:** Pat.Helen
**To:** AAF_Comments@vhb.com
**Subject:** Stop AAF
**Date:** Wednesday, December 3, 2014 8:57:11 PM

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There is not one good reason to proceed..detrimental to environment and enjoyment of each town passed. Only beneficial to Disney and corporate . Let's look at the many and put an end to it rather than line the pockets of the few.

Sent from my iPad

**From:** Gail Herr
**To:** AAF_Comments@vhb.com
**Subject:** Stop AAF
**Date:** Saturday, September 27, 2014 11:27:24 AM

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From: Gail J. Herr
2145 SW Waterview Place
Palm City, Florida 34990
gjherr@hotmail.com

Dear Mr. Winkle,

I live in Palm City, Florida. Our neighboring town is Stuart, the county seat of Martin County. The region is called the Treasure Coast because of the shipwrecks offshore. My husband and I retired here 16 months ago, after dreaming for many years of retiring to Florida.

A threat to our quality of life is on the horizon. A company called All Aboard Florida proposes to run 32 passenger trains daily from early morning until late at night from Miami to Orlando and back along the tracks through Stuart. These reportedly would be high-speed trains, going up to 110 mph. We already have 14 freight trains daily on this corridor. As we all know, the widening of the Panama Canal undoubtedly means more freight is coming through Florida. Florida East Coast Railroad, the company that owns the right-of-way, has indicated that they expect freight to triple in the next few years. That means we could expect more than 70 trains a day (7 days a week) coming through the Treasure Coast, including our little town of Stuart. The freight trains are slower, but they could be up to TWO AND A HALF MILES LONG. We have 28 grade crossings in Martin County, 352 total on the Treasure Coast, so that many trains will undoubtedly cause traffic problems by blocking intersections for long periods everyday.

The tracks in question are the original Florida East Coast Railway tracks laid down by Henry Flagler in the 1890's. The railroad is largely responsible for opening Florida to development and tourism. Floridians are justifiably proud of the history of the railroad here. The issue is, that the world is different now, and so is Florida. The lovely little towns and villages that grew up around the tracks will be severely negatively impacted by this new plan to run faster trains, and a huge number of freight trains on the same tracks through the downtown areas of our towns. I'm told by native Floridians who grew up here that downtown Stuart was a bustling little town center in the Seventies, then declined through the Eighties and early Nineties, and has been lovingly brought back through hard work and investment. When we were looking for a place to retire, my husband and I fell in love with pretty little Stuart. There are boutiques and shops, restaurants, an historic old theater, parks, beautiful fountains, a good hospital, and a boardwalk along the Intracoastal Waterway. If there were long trains and fast trains, it would all be ruined. The railroad is planning to double track through town, and we will lose parking spaces from that. People won't want to fight the congestion caused by the trains, and risk getting stuck at a crossing when trying to come in or leave. It would mean the failure of many small businesses, and the loss of many people's dreams. Woudn't it be ironic if the railroad that helped to build our Florida towns was the engine of their destruction?

Another serious consideration is the impact on marine traffic along the Treasure Coast. In Stuart there is an old train trestle over the St. Lucie River, leading out to the Intracoastal and the St. Lucie Inlet. There is no plan to improve or double track this bridge, so it will become a bottleneck. Trains waiting to cross (from both directions) will block grade crossings, causing traffic congestion. The bridge is less than seven feet above the water level, so it stops marine traffic completely when it's down for a train to pass. With 40, 50, 60, or 70 trains a day, it could be down more than it's up. The bridge is old and sometimes gets stuck. People have waited over an hour for it to come up.

(On a recent Sunday afternoon it was down for 2 and one half hours due to mechanical failure) If multiple trains are expected the operator just leaves it down for an extended period. This happens with only 14 trains each day. Imagine the situation with many more trains. The impact on recreational and commercial boat traffic is clear. This bridge crosses the Okeechobee Waterway, a passage from the Gulf of Mexico to the Intracoastal and the Atlantic, used by commercial marine traffic. People in the marine industry from Broward to Brevard Counties are very worried about the impacts on marine traffic through this and other bridges in our region. The Coast Guard has been flooded with responses to their survey this month regarding obstacles to navigation. They are planning to hold hearings for public comment.

All Aboard Florida (AAF) is a subsidiary of Florida East Coast Industries (FECI), which is a subsidiary of Fortress Investment Group, a New York City hedge fund. Florida East Coast Railroad (FECR) is also a subsidiary of Fortress Group. FECI has applied for a 1.6 billion dollar loan from the Federal Railway Administration (FRA). This is supposedly to be used for double tracking and infrastructure improvements for the "passenger" service. But make no mistake, the increased freight from FECR will be coming over those same tracks. This is not a coincidence. If it looks like a shell game to you, you're right. The end result is that the largest taxpayer loan in history would be used to put trains on a track that shouldn't carry those trains, to the great detriment of our communities.

There are tracks that go up the center of Florida, in less populated areas, owned by CSX. FECI will not consider using these tracks, although that has been suggested. It is cheaper for them to use tracks owned by their sister company than to lease from CSX. There is a passenger service called Amtrak Silver Star that runs up the central tracks. They run 2 trains a day, but they aren't full. AAF says they will fill 32 trains a day, carrying 12,800 people to and from Miami and Orlando every day. They say they will make money, even though passenger train service loses money consistently throughout the world. They say they won't be taking any public money. What do they think that 1.6 billion dollar loan is? In addition, each community will have to pay for safety upgrades to their crossings. AAF told FRA engineer Frank Frey that they would not follow his safety recommendations even though he said trespassing on the tracks is "epidemic" in our region. (The tracks run right through populated areas. How can we stay off the tracks?) People are not accustomed to high speed trains here, nor are they used to the frequency of trains that could be coming. The executives at AAF seem to think if we want public safety we should pay for it, while they make profits and take them out of our area.

I could continue listing detrimental impacts to our way of life: the tracks go through state and regional parks and preserves, which will impact threatened wildlife; property values will drop, especially near the tracks where noise, air pollution, and inconvenience are worst; derailments and train collisions will increase with the number of trains; tourism will suffer; and emergency vehicles will be delayed along with other traffic, causing a major safety hazard. Our local hospital has written a letter of concern.

I know the current administration would like to promote high-speed rail.There may be many benefits. But this plan is a boondoggle. It isn't well thought out. A man who lives in our region named Harry James Bruce is the retired Chairman and CEO of Illinois Central Railroad. He wrote to the Miami Herald, "The new owners of Florida East Coast Industries are bound and determined to fashion a silk purse out of a sow's ear. High-speed rail, when properly developed, requires original equipment manufacture. But what is being proposed is a retro-fit in, on and around an already existing freight railroad structure. In my opinion, this is not the product of sound engineering." He goes on to ask, "Why are they proposing to build and finance rail passenger service that has proven, worldwide, to be unsustainable as a private-sector enterprise?" Presumably he knows a lot more about trains than I do, and he doesn't like this idea either. If we are going to have high-speed rail in this country, we need to do it in a planned, well thought out way. It will take billions of dollars and many years. Specifically, the coastal tracks in Florida are not the place for fast trains or dozens of freight trains every day. There has to be a better way.

I am a volunteer with Florida Not All Aboard, a grassroots organization formed in February 2014 when we started to understand what this train proposal would mean to us. We have a website, a Facebook page, and a petition. Our petition has gathered nearly 30,000 signatures in 7 months. In my unscientific data collection, I would estimate that less than 5 percent of the people I talk to on the Treasure Coast about the trains are in favor of the plan. Some

people are uninformed and when they hear the facts they are strongly against it. In a small way our efforts have even been noticed by some national media. (Wall Street Journal July 4, 2014 Interview with Kasey Traylor) Our opposition is gaining ground. We feel strongly that we are in a fight to protect our way of life. More than thirty local governments and community associations have passed resolutions opposing this plan. Health care providers and fire/rescue agencies have also made public statements of concern.

Please consider the detrimental impacts to people's lives before allowing this project to go forward. The groundswell of opposition from the residents of counties from Broward to Brevard is too great to ignore. It is a waste of tax dollars, and could turn into another loss for the American taxpayer.

I know that the DEIS was published this week. I haven't read it yet, but I will. I'm told there was a "finding of no significant impact". If you've read my
letter this far, I hope you will agree that people who live here can list a dizzying number of significant negative impacts. I'm disappointed that the so-called "experts" who implemented the study didn't see the truth, or at least didn't write the truth. It's not hard to understand why Americans don't trust government. (I'm a liberal Democrat saying that!!)

Mr. Winkle, tell All Aboard Florida to go start over and make a plan to build tracks up the center of Florida, or the center of the Florida Turnpike, or to invest in ocean shipping instead of rail. There must be a way they can make profits without ruining the lives of ordinary people. The people of South Florida deserve better. Americans deserve better. Shame on all of us if we let this happen.

Sincerely,

Gail J. Herr

Sent from my iPad

**From:** elzer@gate.net
**To:** AAF_Comments@vhb.com; John.Winkle@dot.gov; Andrew.W.Phillips@usace.army.mil; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.Jamesg@epa.gov; Mueller.heinz@epa.gov; John_wrublik@fws.gov; Charles_Kelso@fws.gov
**Subject:** STOP All Aboard -- Your Stewardship and Professioinalism is Urgently Needed
**Date:** Wednesday, October 15, 2014 5:49:28 AM

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Good morning,

I am a resident of Martin County and the DEIS does not pass the straight-face test.

Please demand substance in the studies and impacts.

Some specifics:

In Stuart we have an old railroad bridge which is not to be replaced. There is a curve. All Aboard does not plan two tracks there. The impact to the area will be great, safety is a very real concern. Boaters and the boating and marine industry will be negatively impacted.

In Martin County we have two park treasures that are proposed to have more tracks and high-speed trains. To claim as the DEIS Summary does that there is nominal or not negative impact to the wildlife is not believable.

The Economic Impact to the Treasure Coast and north and north coastal areas is skimmed over.

Who pays for the new roads that will be required because residents change their shopping and business locations to avoid having to cross the tracks?

The ridership and financial feasibility are very speculative. If the GOVERNMENT GIVES ANY SUBSIDIES DIRECTLY TO ALL ABOARD, it will end up being a greater burden to Taxpayers.

Some Other Points --

<!--[if !supportLists]-->● <!--[endif]-->COMMUNITY DEGRADATION: The affected eastern part of Florida will be hard hit by 3 or more trains per hour each date with 2 of the 3 trains going over 100 mph through much of the counties. Brevard, Indian River County, St. Lucie, Martin, Palm Beach, Broward…

<!--[if !supportLists]-->● <!--[endif]-->ECONOMIC IMPACTS: Florida's taxes and economy including tourism since our beaches are on the shore and most hotels/motels/homes are "on the other side of the tracks." Existing older downtowns, campaign contributions, property values, will be hard hit by the impact to these many counties.

<!--[if !supportLists]-->● <!--[endif]-->HOME RULE/COUNTY FAVORITISM: The "rights" of many counties, cities and residents are being trampled by the All Aboard proposal. Folks that worked against Seven50 should be opposing.

<!--[if !supportLists]-->● <!--[endif]-->$$$ SUBSIDIZING: The Federal Government and the State Government can REFUSE to the subsidize this proposal. Research has not found

even 1 passenger speed train which is not government subsidized including in China with its mass of people.

<!--[if !supportLists]-->● <!--[endif]-->TAXES, TAXES, TAXES: Approvals would mean that local, state and federal taxes will be used for the costs of safety measures, the inevitable accidents, crossing upgrades, changes to intersections, new and expanded roads from change of pattern of traffic to avoid the crossings,

<!--[if !supportLists]-->● <!--[endif]-->SAFETY: Older neighborhoods along the tracks create risks to walkers and drivers. Emergency vehicles will be delayed and re-routed. Will new stations have to be built?

<!--[if !supportLists]-->● <!--[endif]-->BOATING INDUSTRY: Marinas, boat building, accompanying industry will be hard hit if boaters are frustrated or concerned about safety.

<!--[if !supportLists]-->● <!--[endif]-->AIR QUALLITY: Clean air is affected by the line of cars waiting at crossings – will multiple trains go through in time proximity so one queue isn't cleared before the next starts?

<!--[if !supportLists]-->● <!--[endif]-->NATURAL ENVIRONMENT: Rare and endangered habitat will be affected by adding two, maybe in places, three new tracks through places like Jonathan Dickinson Park and Savanna Preserve State Park – and 100+ mph trains will affect our wildlife.

As more information is available, I will contact you again (and again....). This is a critical issue for our community, our senior citizens, our youth, our working families.

Three (3) trains per hour all day, every day, with speeds of 100+ mph for 2 of the trains and the slow freight trains may be as long as 2 miles, shutting down multiple roads with RR crossings - especially as the Ports to our south are deepened and get more Panama Canal trade.

Please STOP All Aboard.

Sincerely,

Donna Melzer, Martin County Resident

**From:** Colleen Gorman
**To:** AAF_Comments@vhb.com
**Subject:** Stop All Aboard FL
**Date:** Friday, September 26, 2014 3:25:03 PM

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Please stop any progress or spending on all aboard Florida. I do not want to hear the train noise (even though I am a mile away I hear them now), the additional trains will interrupt the peace and serenity I enjoy in Martin County.

The downtown Stuart areas with all the mom and pop shops will suffer because of this half-baked idea. And the boaters will have incredible waits as the train bridges open and close, as well as drivers on the old bridge. How about the restaurants like Sailors Return, this added noise cannot help their business!

I would love to know who would ride these trains? It is faster to drive, no one commutes to Orlando for work, the tourists will be minimal, and this is not Europe, trains are not the way of life for Americans.

I live up in Martin County to stay away from the elements to the south. I never want those trains to stop in my town, I know it is not planned at this point and I hope they never stop here and are never built.

Please stop this before it is too late.

Colleen Gorman
Stuart, FL
Cgorman814@bellsouth.net
We must be the change we wish to see in the world

| | |
|---|---|
| **From:** | Justine Simone |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Stop All Aboard Florida High Speed Trains!!!! |
| **Date:** | Monday, November 24, 2014 9:53:18 PM |

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My Name: Justine Simone

My Email: simonejd723@aol.com

My Address:

6155 S. Mirror Lake Drive, #110
Sebastian, FL 32958

Please do not do this to Florida! Yes, there are a few good points to having the train, but not as many as there are negative reasons.
I live on the Indian River, 3 blocks from the train tracks... the train will not even service our area! We will have pollution, vibration at 110 mph, additional noise added to the freight trains, loss of home value, disturbing our natures environment (we have a bird rookery on our property)- there are so many ways this is not worth it!
The only suggestion I have heard, thus far, that makes sense is to build the tracks parallel with Rte 95, away from homes, on a dedicated trail which grants peace and does not disturb the traffic flow.
Please DO NOT DO THIS TO OUR LAND AND PROPERTY!
Peace be With Us All!
Justine Simone
Property owner near the train tracks.

**From:** linda eferstein
**To:** AAF_Comments@vhb.com
**Subject:** Stop All Aboard Florida High Speed Trains
**Date:** Monday, October 6, 2014 7:48:58 PM

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My Name: linda eferstein

My Email: eferstein@bellsouth.net

My Address:

2040 Bennington Ct SW Vero Beach, FL 32968

During hurricane Whilma my husband worked at the EOC (emergency operations center) in Plantation. I volunteered there also. His city he represented (Pompano Beach) had many concerns. One concern was after the hurricane, how slow the trains had to go. This wrecked havoc on rescue; delaying just a few minutes can mean some ones death. Has a study been done on this? Would you allow something that could mean the death of someone?

| | |
|---|---|
| **From:** | Phil Bishop |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Stop All Aboard Florida High Speed Trains |
| **Date:** | Monday, October 6, 2014 8:00:41 PM |

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My Name: Phil Bishop

My Email: bigbookphil@gmail.com

My Address:

944 NW 30 Delray Beach

What really needs to occur is a real study. Not a flammed up promotion. Obviously, high speed rail is the future. A future America is being dragged into. But this? -High speed on old roadbeds, thru older parts of town? I understand the dudes running this shin dig are hotel people. You can't always pick your investors. .. A REALLY study is indicated.

**From:** Marilyn Paul
**To:** AAF_Comments@vhb.com
**Subject:** Stop All Aboard Florida High Speed Trains
**Date:** Monday, October 6, 2014 9:09:47 PM

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My Name: Marilyn Paul

My Email: marilynpaul9904@comcast.net

My Address:

1979 S.W. PalmCity Road A Stuart, Florida 34994

Critical no way for ambulance to get to hospital. Traffic backed up from confusion corner to Federal Highway most of the time. I have a daughter that has been on life support 10 times. Our downtown would be a ghost town, who wants to eat outside when you can't converse. What about all the great events in Stuart, you would hurt jobs and Stuart, and should go West. No passenger train makes money, so be honest on what you are covering up and expecting the taxpayer to pay for it.

**From:** Marlene Waters
**To:** AAF_Comments@vhb.com
**Subject:** Stop All Aboard Florida High Speed Trains
**Date:** Tuesday, October 7, 2014 12:15:46 AM

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My Name: Marlene Waters

My Email: mwaters722@gmail.com

My Address:

5060 Palm Ave., Cocoa, FL 32926

I am completely opposed to a high speed rail going thru Cocoa near my rural home in the country. What a great way to ruin a neighborhood, lifestyle, and property values.

| | |
|---|---|
| **From:** | Emile Belanger |
| **To:** | AAF_Comments@vhb.com |
| **Subject:** | Stop All Aboard Florida High Speed Trains |
| **Date:** | Tuesday, October 7, 2014 7:50:57 AM |

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My Name: Emile Belanger

My Email: belangeremile@gmail.com

My Address:

8283 SE Cumberland Cir
Hobe sound Fl 33455

This is such a transparent scam, it is all about freight and any politician that spends our hard earned money that will then cause our property values to drop(anyone on the east side of the tracks ) I will actively campaign for their dismissal.
This train will cause lives. I live near train bridges which take on average 15 minutes to open and close with trains coming every half hour it will be impossible for boat accidents to be attended to in an emergency.

Stop this nonsense before it is too late
Thank You
Emile Belanger