

ALL ABOARD FLORIDA

Intercity Passenger Rail Project

Orlando to Miami, Florida

ALL ABOARD FLORIDA



USDOT Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590
Proponent: All Aboard Florida



WELCOME!

Welcome to the Public Information Meeting on the FRA's Draft Environmental Impact Statement for the

All Aboard Florida Orlando-Miami Passenger Rail Project

Tonight's meeting is for you to get an overview of the DEIS, and to ask the FRA and the technical experts who helped to prepare the DEIS questions about the National Environmental Policy Act (NEPA) Process and the DEIS





FRA's Role

AAF has applied for \$1.6 billion in federal funds through the Railroad Rehabilitation and Improvement Financing (RRIF) program, which is a loan and loan guarantee program administered by FRA.

Because AAF has applied for a loan under FRA's RRIF program, FRA is required under the National Environmental Policy Act (NEPA) to conduct an analysis of the potential environmental impacts resulting from the Project. NEPA compliance is a prerequisite for approval of a RRIF loan, but does not guarantee approval. A RRIF loan, if approved, would be part of an overall capital structure put in place by AAF to finance the infrastructure improvements.

FRA is the lead federal agency responsible for conducting the NEPA environmental review process for the Project. FRA manages financial assistance programs for rail capital investments and has certain safety oversight responsibilities with respect to railroad operations.

In addition to FRA's NEPA review, approvals by several additional federal agencies would be necessary to implement the Project:

- ▶ U.S. Army Corps of Engineers (USACE)
- ▶ U.S. Coast Guard (USCG)
- ▶ Federal Aviation Administration (FAA)
- ▶ Federal Highway Administration (FHWA)
- ▶ U.S. Fish and Wildlife Service (USFWS)
- ▶ National Marine Fisheries Service (NMFS)

The USACE, USCG and FAA are Cooperating Agencies, meaning that they participated in developing the DEIS and will use the document to fulfill their own NEPA responsibilities.



About the DEIS

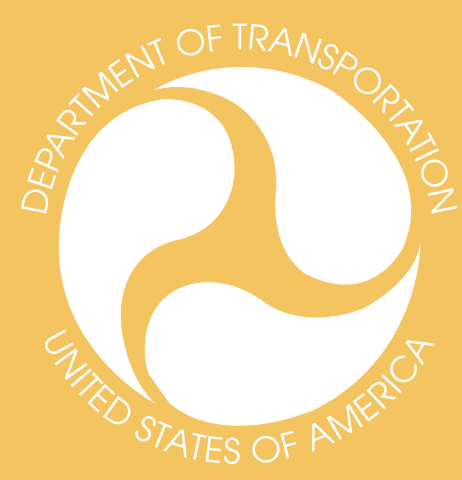
NEPA is a federal environmental law that facilitates public disclosures and establishes policies for federal agencies to study a reasonable range of alternatives and assess environmental impacts of projects.

An EIS is a document required by NEPA that describes the environmental effects of a project to inform decision-makers and the public.

An EIS must be prepared by a federal agency for any major federal action significantly affecting or with the potential to affect the quality of the natural and built environment. Environmental effects can be both positive (beneficial) or negative (adverse).

What's in the DEIS?

- Information on the purpose of and need for the project;
- The reasonable alternatives considered;
- A description of the alternatives evaluated in detail in the DEIS:
 - the No-Action Alternative
 - 3 alignment alternatives for the proposed rail corridor.
A preferred alternative has not been identified at this time.
- An evaluation of the environmental consequences of the proposed project:
 - Transportation
 - Navigation
 - Air Quality
 - Noise and Vibration
 - Natural Resources
 - Cultural Resources
 - Social and Economic Environment
 - Cumulative Impacts
- Measures required to mitigate for environmental impacts



The NEPA Environmental Impact Statement Process



FRA consults with the public and agencies to identify issues to be evaluated in the Draft EIS

Completed in May 2013

FRA evaluates the environmental consequences of the proposed project

FRA issues a Draft Environmental Impact Statement for public review and comment

FRA evaluates public and agency comments, identifies additional studies or information needed to evaluate the project, and prepares responses to comments

FRA issues a Final Environmental Impact Statement and Record of Decision



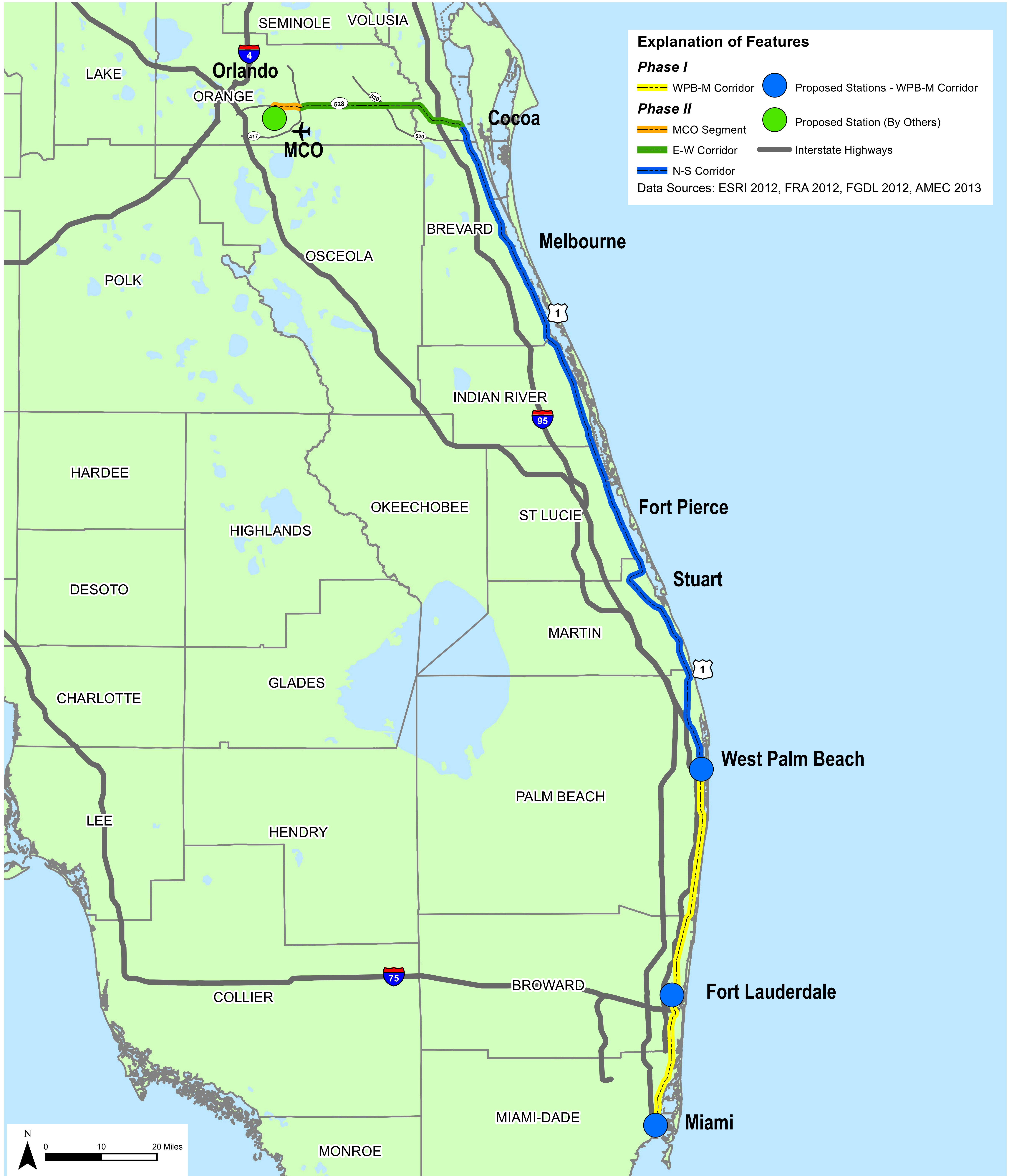
Project Purpose

As identified by AAF, the purpose of the Project is to provide reliable and convenient intercity passenger rail transportation between Orlando and Miami, Florida, by extending (Phase II) the previously reviewed Phase I AAF passenger rail service between West Palm Beach and Miami and by maximizing the use of existing transportation corridors.

AAF's two primary goals are to:

- Provide a reliable and convenient intercity rail service between Orlando and Miami with an approximate 3-hour trip time between the terminal stations; and
- Provide an intercity rail service that is sustainable as a private commercial enterprise. Sustainable means that the rail service can attract sufficient riders to meet revenue projections and operate at an acceptable profit level.

Phase I and Phase II Project Location





About Phase I

Phase I includes:

- Rail service between West Palm Beach and Miami
- Three new stations (West Palm Beach, Fort Lauderdale and Miami)
- Purchasing five train sets
- Adding a second track along most of the 66.5-mile corridor
- 16 new round-trip intercity passenger train trips (32 one-way trips)
- AAF has obtained private financing and is proceeding to implement Phase I

The environmental review was completed in 2012/2013

- Environmental Assessment (EA) and Section 4(f) Evaluation for the All Aboard Florida Passenger Rail Project West Palm Beach to Miami, Florida)
- Finding of No Significant Impact (FONSI) issued

FRA finding:

Phase I has independent utility (that is, it could be advanced and serve a transportation need even if Phase II were not constructed). FRA has made no decision under the Railroad Rehabilitation and Improvement Financing (RRIF) program as to whether a loan would be provided for Phase I.

Since the EA:

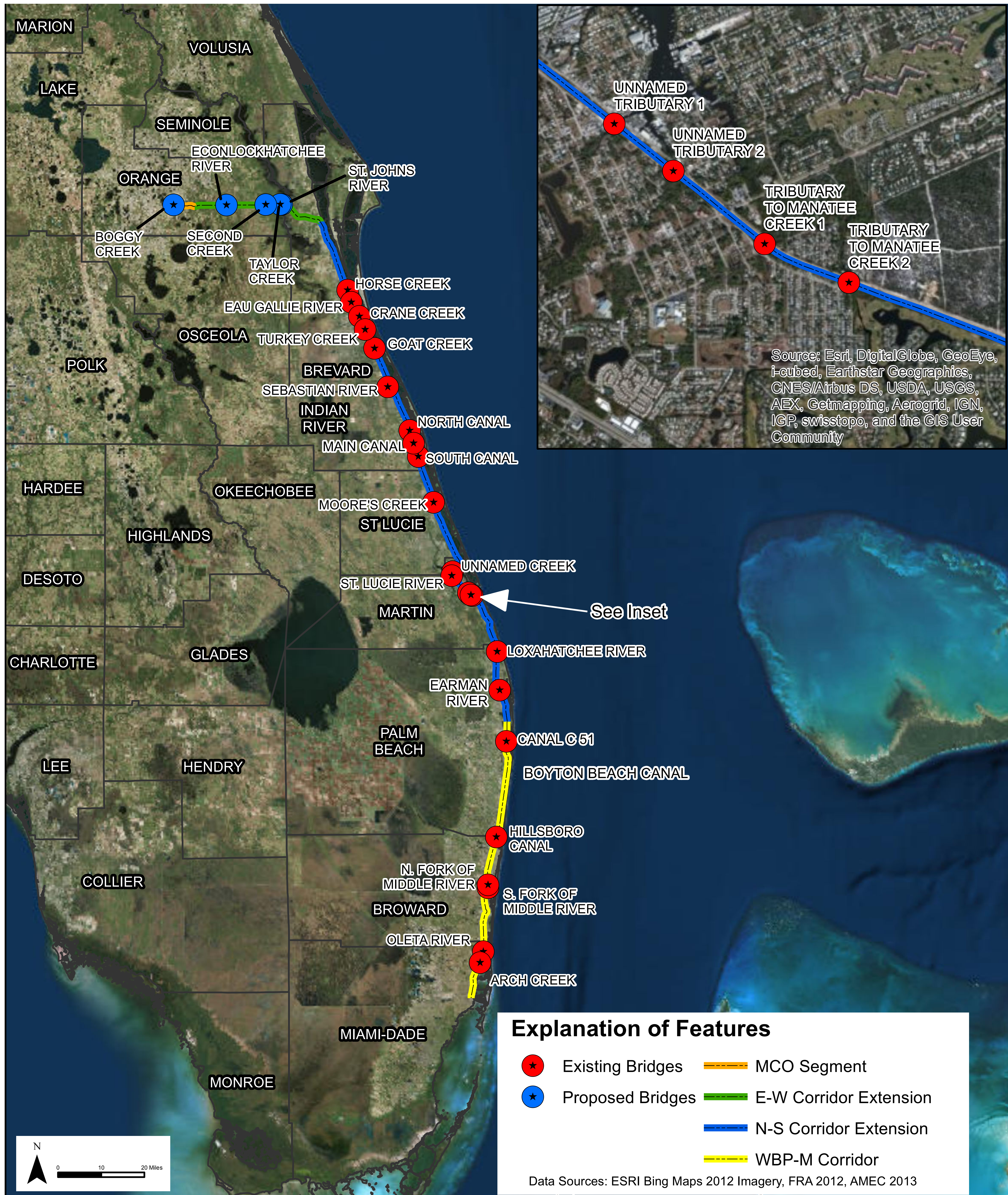
- Fort Lauderdale Station relocated – FRA conducted re-evaluation
- Vehicle Maintenance Facility relocated from Fort Lauderdale to West Palm Beach – Supplemental EA currently available for public review and comment (www.fra.dot.gov)



What Phase II Includes

- New vehicle maintenance facility south of the Orlando International Airport
- New station at the Airport's South Terminal Intermodal Facility (constructed by the Airport Authority and previously reviewed by FAA under NEPA)
- New railroad corridor south of SR 528 from the Airport to Cocoa
 - 35 miles
 - 125 mph operations
 - 0 new grade crossings
 - 5 new bridges over waterways
- Upgrade track and railroad infrastructure from Cocoa to West Palm Beach Station
 - 128.5 miles
 - 110 mph (max) operations
 - 159 existing grade crossings
 - 18 replaced bridges over waterways
- Replace 7 bridges over waterways between West Palm Beach and Miami
- 32 trains per day (16 round trips)
- 3.5 million riders per year (2019)
 - 1.5 million between Orlando and SE Florida
 - 2 million between West Palm Beach and Miami
- 9,500 riders per day

Existing and Proposed Bridges over Waterways

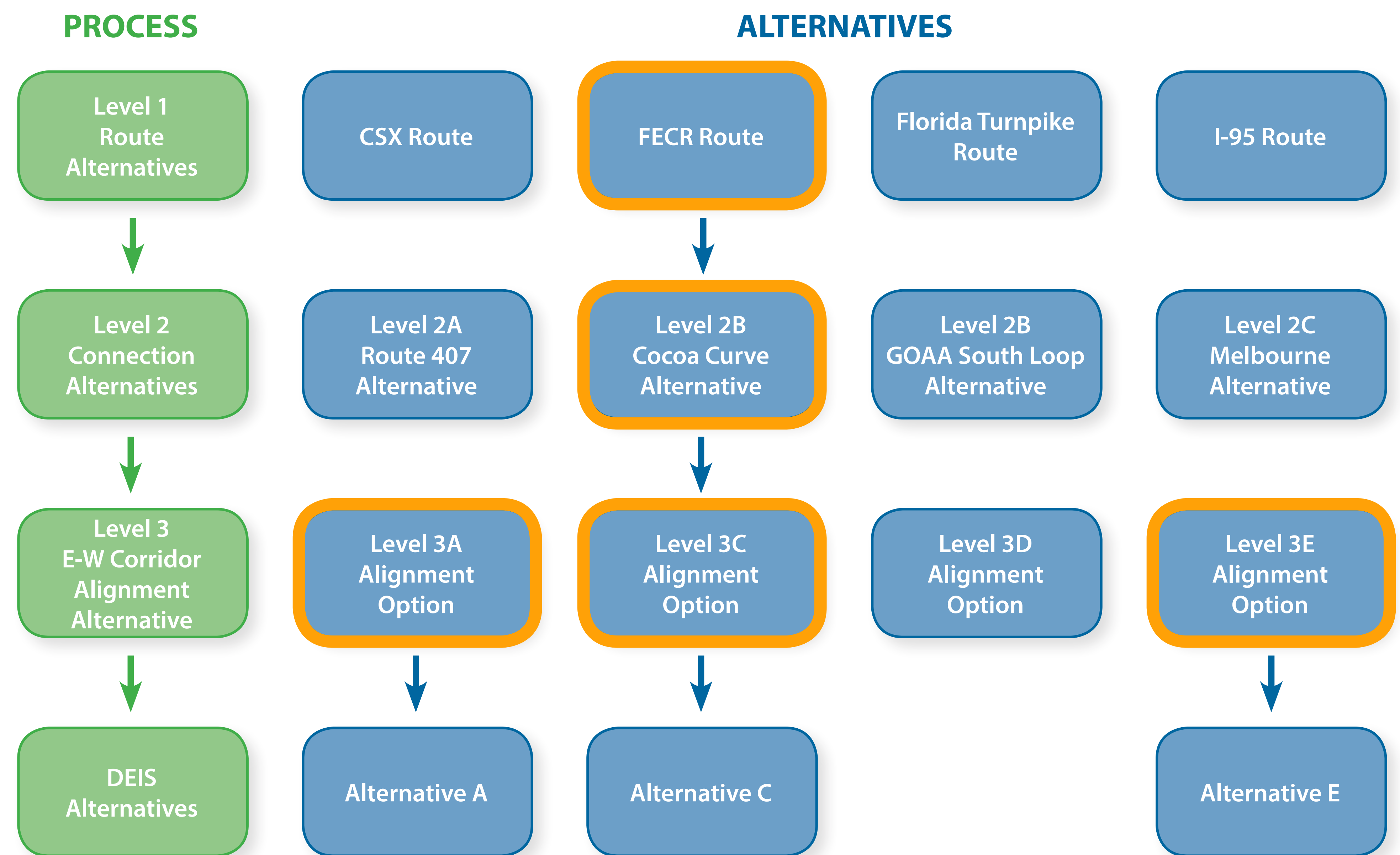


Alternatives Evaluated but Dismissed

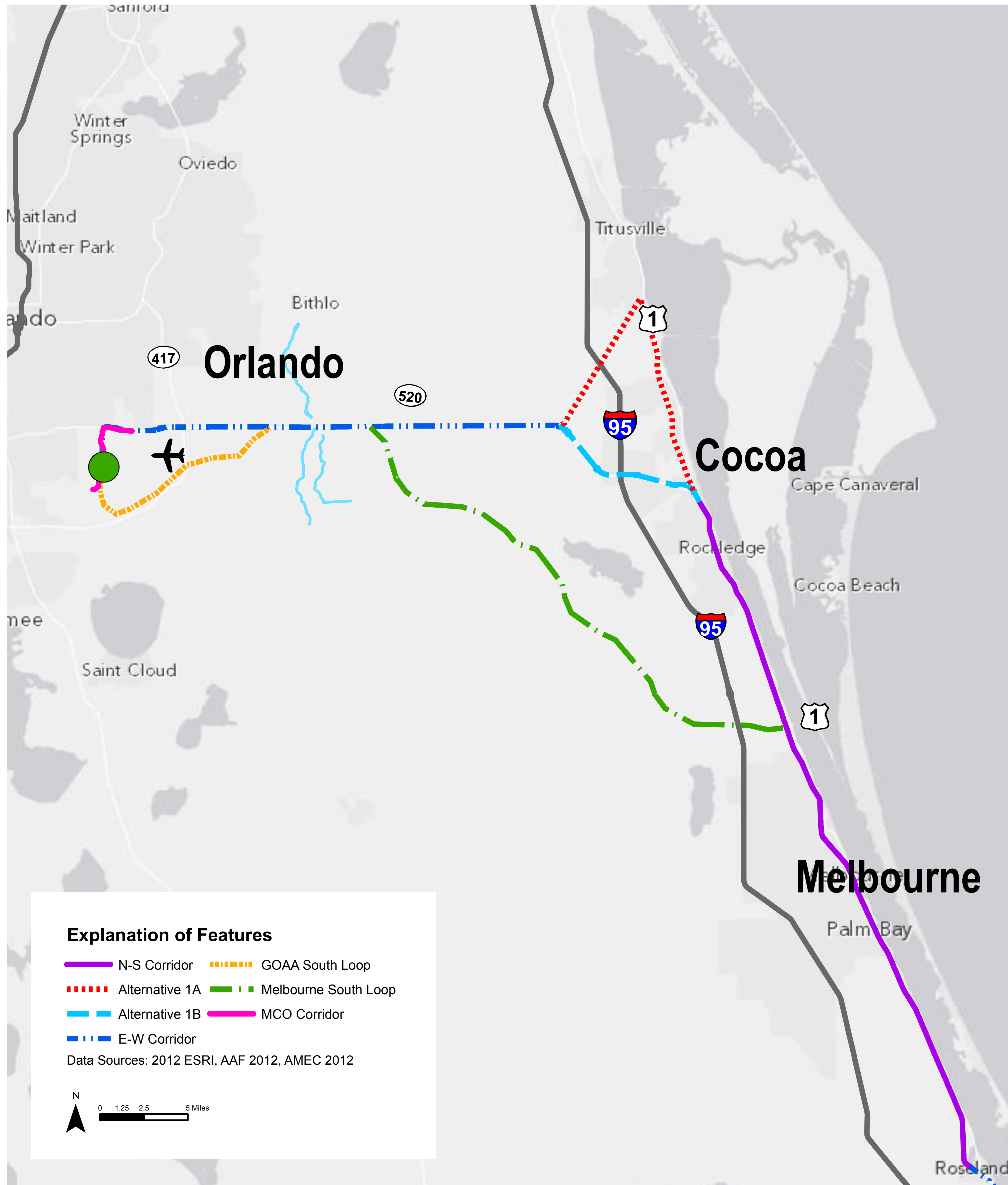
FRA Evaluated:

- 4 North-South Corridor route alternatives
 - FECR Railway Corridor selected
- 4 Connection Alternatives to connect the north-south corridor with the Orlando Airport
 - East-West Corridor – Cocoa Curve Alternative selected
- 5 East-West Corridor Alignment Alternatives
 - Alignment Alternatives A, C, E carried forward

Alternatives Screening Process



E-W and N-S Corridor Connection Alternatives



N-S Corridor Alternatives





Alternatives Evaluated in the DEIS

Alternative A

- ▶ Vehicle Maintenance Facility at the Orlando Airport
- ▶ New track through the airport
- ▶ New station at the Orlando Airport Intermodal Facility
- ▶ New track parallel to SR 528 to Cocoa (within SR 528 right-of-way, leased from Orlando-Orange County Expressway Authority [OOCEA] and Florida DOT) – no new at-grade roadway crossings
- ▶ Upgrade existing FECR freight rail infrastructure from Cocoa to West Palm Beach
 - Second Track
 - Upgrade signals and crossing equipment
 - Replace or reconstruct bridges to accommodate 2nd track

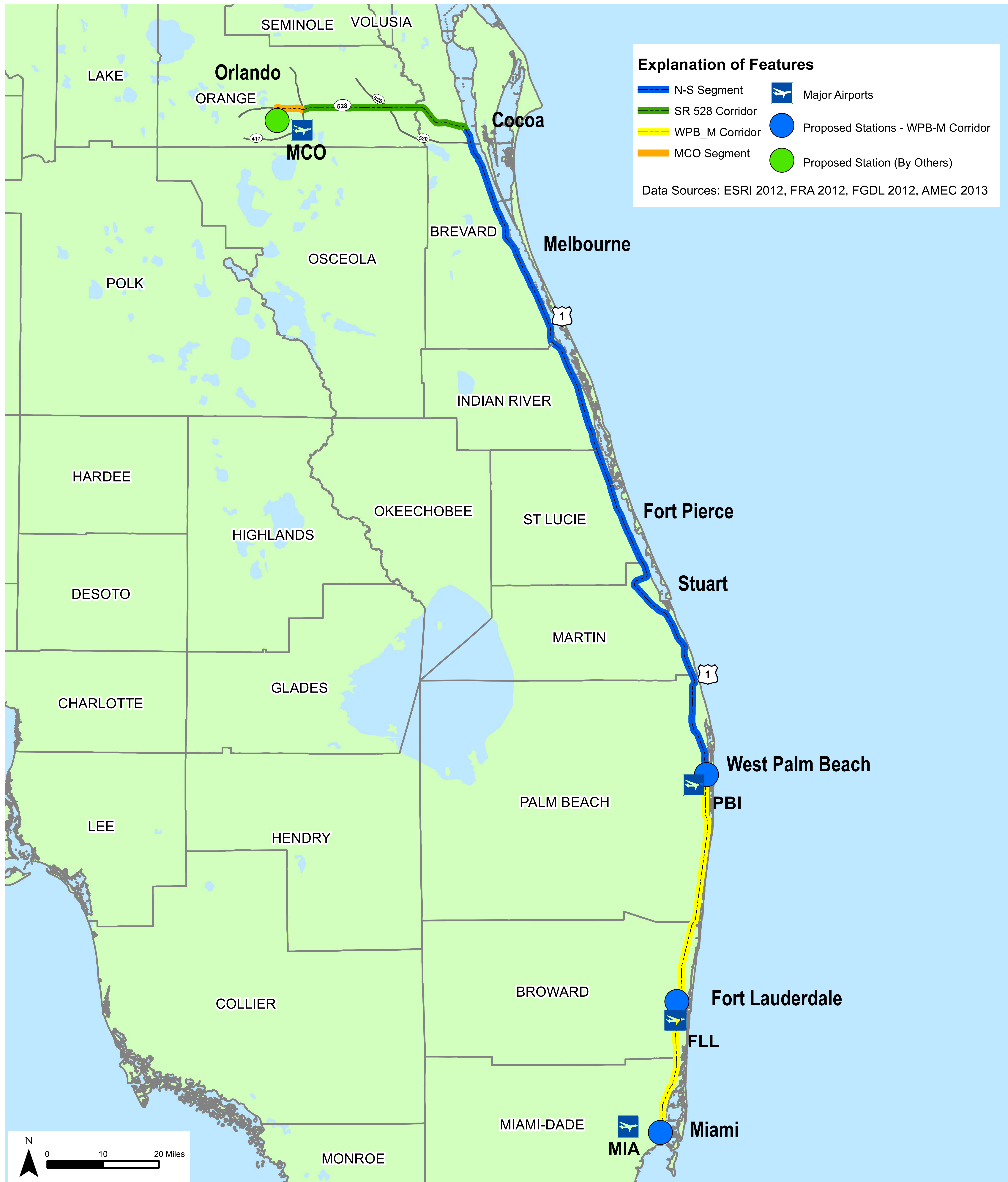
Alternative C

- ▶ Same as Alternative A except: new track parallel to SR 528 between SR 417 and SR 520 would be along the edge of the right-of-way

Alternative E

- ▶ Same as Alternative A except: new track parallel to SR 528 between SR 417 and SR 520 would be outside of the current right-of-way. OOCEA would purchase additional right-of-way to accommodate future highway improvements and the railroad.

Alternative A

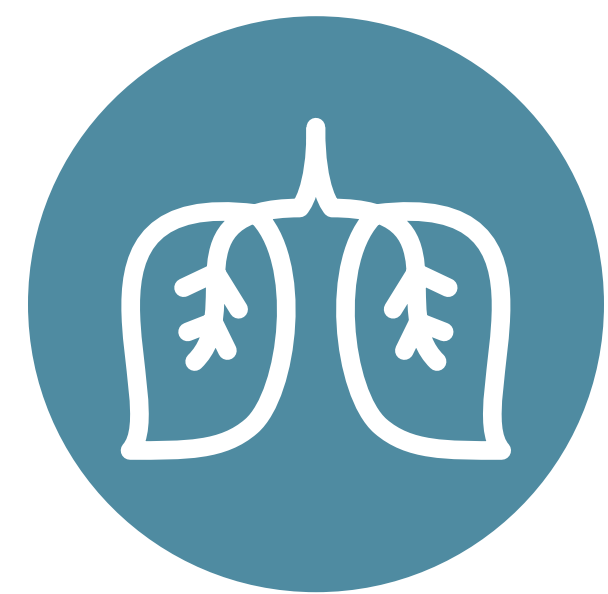


E-W Corridor Alignment Alternatives A, C, and E



The DEIS includes evaluation of 22 environmental categories.

The major environmental topics are:



..... Air Quality



..... Cultural Resources



..... Economic Impacts



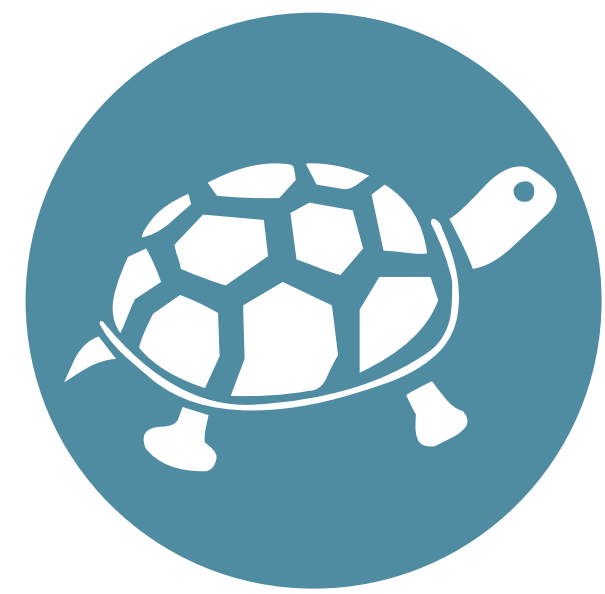
..... Impacts to Environmental
Justice Populations



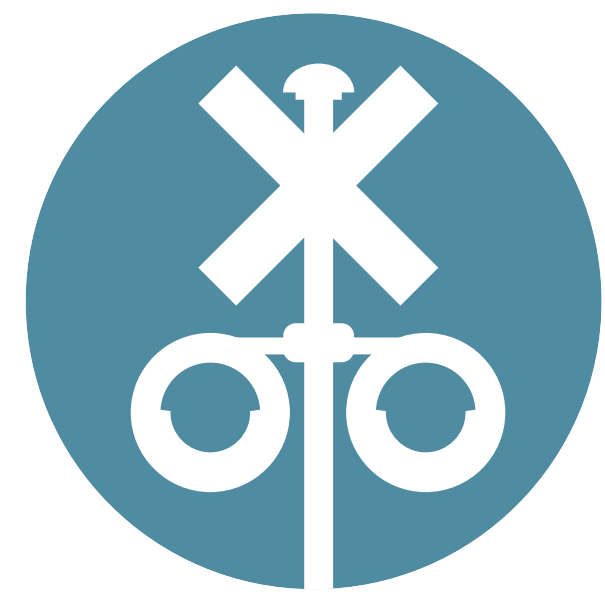
..... Impacts to Navigation



..... Noise and Vibration



..... Rare Species



..... Traffic and Safety (Grade Crossings)



..... Wetlands



Air Quality

The analysis evaluated emission of pollutants from trains vs. reductions in pollution accomplished by removing cars from the highways.

Remove Vehicle Trips, Reduce Vehicle Miles Traveled

	2016	2019	2030
Daily Vehicle Trips Removed	344	1,214	1,453
Annual Vehicle Trips Removed	125,560	443,110	530,345
Annual VMT Reductions	42,313,720	149,328,070	178,726,265

Reduce Annual Emissions

POLLUTANT	EMISSION REDUCTION (TONS/YEAR)
Carbon Monoxide	1,653.8
Nitrogen Oxides	192.4
Volatile Organic Compounds	58.9
Particulate Matter	6.9

FINDING: The Project will improve regional air quality.



Cultural Resources

Cultural Resources include historic properties, historic districts, and archaeological resources.

Cultural Resources are regulated under Section 106 of the National Historic Preservation Act. As required by Section 106, FRA has identified all cultural resources potentially affected by the project, determined if there are any adverse effects, and taken measures to avoid, minimize, or mitigate for such effects. FRA consulted with the State Historic Preservation Officer, who concurred with FRA's findings.

There are many cultural resources along the project corridor, including the Florida East Coast Railroad itself. The project will have unavoidable adverse effects to 2 historic resources:

- Demolish and replace the St. Sebastian River bridge with a new 2-track structure
- Demolish and replace the Eau Gallie River bridge with a new 2-track structure

These two structures cannot be rehabilitated to support 2 tracks and trains operating at the proposed speeds. Before demolition, AAF will survey and photograph the bridges to permanently record their structure.





Economic Impacts

Summary of Economic Benefits of AAF Construction and Operations

	CONSTRUCTION	OPERATIONS	
		AVERAGE ANNUAL	TOTAL (2016-2021)
Jobs	Over 10,000	1,603	1,603
Labor Income	\$1.2 Billion	\$75 Million	\$442 Million
Gross Domestic Product	\$1.7 Billion	\$105 Million	\$619 Million
Total Economic Value	\$3.4 Billion	\$150 Million	\$887 Million
Federal State and Local Taxes	\$291 Million	\$21 Million	\$126 Million

FINDING: The Project will provide economic benefits.



Environmental Justice Populations

Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Population and Low-Income Populations requires that federal agencies consider whether a Project would have a disproportionately high adverse impact on minority or low-income populations.

The Project would not result in disproportionately high and adverse impacts to minority or low-income populations. There would be no adverse impacts to environmental justice communities resulting from:

- residential displacement
- job loss
- neighborhood fragmentation

Adding passenger trains would not result in adverse noise impacts. Potential impacts resulting from changes to noise in environmental justice communities would not be appreciably more severe or greater in magnitude than the impacts experienced by non-environmental justice communities.

Although the Project would result in vibration impacts within environmental justice communities, there would be no disproportionate adverse impacts from vibration in environmental justice communities with the implementation of required mitigation measures.

FINDING: The Project will not result in disproportionately high and adverse impacts to minority or low-income populations.

Navigation

The DEIS evaluates the effects of the project on navigation in waterways subject to the Coast Guard’s jurisdiction. These include the effects of new fixed bridges, replacing fixed bridges and the effects of increased train traffic across the three moveable bridges:

- ▶ St. Lucie River (Martin County)
- ▶ Loxahatchee (Jupiter Inlet) River (Palm Beach County)
- ▶ New River (Broward County)

The Coast Guard issues permits for new or replacement bridges, and governs the operations of moveable bridges through regulations specific to each bridge. The US Coast Guard has informed FRA that:

“ *the Coast Guard, in making a permit decision, must preserve the public right of navigation while maintaining a reasonable balance between competing land and waterborne transportation needs. We do so by taking a balanced approach to total transportation systems, both land and water modes, in all bridge actions. While information on the impacts on navigation received from the*

applicant will be analyzed, the Coast Guard will make the ultimate determination as to whether or not the impacts on navigation are unreasonable.

Additional study will be needed to determine the reasonable needs of navigation on these three waterways in the vicinity of the drawbridges... The Coast Guard still must make a determination as to the prospective impacts on navigation in the vicinity of the three drawbridges ...and the DEIS will be used to inform that Coast Guard determination.

If the Coast Guard determines that the proposed AAF operating schedule unreasonably impacts navigation on the New River, Loxahatchee River, and St. Lucie Rivers, it may be necessary for the Coast Guard to amend existing bridge regulations and require modifications to those bridge operations so that navigation is not unreasonably burdened. ”

Navigation

The navigation analysis compared the number and duration of bridge closures for the future No-Action condition (20 freight trains per day, traveling at an average speed of 23-33 mph) to the future Project condition:

- 20 freights a day traveling at an average speed of 36-39 mph due to the improved track infrastructure
- 32 passenger trains per day traveling at 61-77 mph across each bridge
- The operating schedules for freight and passenger trains have been developed to minimize the number of bridge closures.

A simulation analysis was conducted to model the effects of bridge closures on vessel passage, wait times, and queues.

Moveable Bridge Closures

YEAR	AVERAGE NUMBER OF DAILY CLOSURES	AVERAGE SINGLE WEEKLY CLOSURE TIME (MINUTES)	AVERAGE OF TOTAL WEEKDAY CLOSURE TIME (MINUTES)	AVERAGE OF TOTAL WEEKDAY CLOSURE TIME (HOURS)	AVERAGE OF TOTAL WEEKEND CLOSURE TIME (MINUTES)	AVERAGE OF TOTAL WEEKEND CLOSURE TIME (HOURS)
St Lucie River Bridge						
2016 No-Action	18	20	397	6.6	213	3.6
2016 Project	42	15	588	9.8	458	7.6
Loxahatchee River Bridge (Jupiter Inlet)						
2016 No-Action	16	20	351	5.8	216	3.6
2016 Project	42	12	515	8.6	434	7.2
New River Bridge						
2016 No-Action	16	19	360	6.0	197	3.3
2016 Project	30	13	414	6.9	314	5.2

Average Wait Times

BRIDGE	COMMERCIAL VESSELS			RECREATIONAL VESSELS		
	Total Number of Vessels	No-Action	With Project	Total Number of Vessels	No-Action	With Project
St Lucie River	9	1.8 min	3.7 min	148	1.4 min	3.4 min
Loxahatchee River	4	1.2 min	2.4 min	116	1.2 min	2.2 min
New River	49	2.1 min	2.6 min	165	1.7 min	2.1 min

Economic Effects on the Marine Industry

The analysis concluded that there would be no significant effect on mariner’s use of the St Lucie, Loxahatchee or New Rivers as a result of increased bridge closures. The primary economic effects are increased costs of fuel as a result of increased wait times.

Average Costs of Delay

BRIDGE	NO-ACTION ALTERNATIVE		WITH PROJECT		COST PER DAY CHANGE
	AVERAGE NUMBER OF VESSELS THAT WAIT	COST PER DAY	AVERAGE NUMBER OF VESSELS THAT WAIT	COST PER DAY	
St Lucie River					
Commercial	2	\$26	4	\$56	\$30
Recreational	21	\$341	165	\$832	\$491
Loxahatchee River					
Commercial	1	\$9	2	\$18	\$9
Recreational	15	\$241	45	\$440	\$199
New River					
Commercial	14	\$196	20	\$239	\$43
Recreational	35	\$493	56	\$611	\$118

FINDING: The Project will not have a significant adverse effect on the marine industry.



Improvements at moveable bridges will help mariners plan their trips and avoid delays

- Develop a set schedule for the down times of each bridge for passenger rail service.
- Provide public access to the bridge closure schedules in an internet accessible format updated daily with anticipated crossing times for each bridge.
- Implement a notification sign/signal/horn at each bridge location with countdowns to indicate the times at which the bridge will begin to close and open.
- Develop formal contact with first responders and emergency personnel to ensure that emergency personnel can coordinate with the dispatch center when access is necessary to respond to waterway emergencies.
- Develop coordination plans between AAF and local authorities during peak vessel travel times on holidays and major public events.
- Develop a coordination plan between AAF and the USCG to communicate bridge operating schedules to the commercial and recreational boating communities through the USCG, local marinas, and on the official scheduling website.
- Install a bridge tender at the New River Bridge.



Noise

Noise is caused by:

- train pass-by
- horns/whistles sounded by trains as they approach grade crossings

Noise levels vary with the distance to the track or grade crossing, and with train speeds. Noise levels are calculated to average noise over time (the number of trains), with factors that give more weight to night-time noise.

The Project is anticipated to result in 4 severe and 105 moderate noise impacts to residential and institutional receptors. The Project includes the use of

stationary wayside horns at grade crossings, replacing locomotive-mounted horns, to minimize noise impacts.

AAF is also supporting the efforts of local communities that would like to create quiet zones as an alternate noise abatement measure to wayside horns in accordance with FRA's Train Horn Rule.

Many residents along the corridor will experience temporary construction noise impacts. AAF has committed to mitigate the adverse impacts of construction noise by a range of measures including time of construction, modifications to construction equipment, and selection of construction routes.



A Note on Quiet Zones

Stakeholders in the communities along the N-S Corridor are considering the institution of quiet zones (which prohibit horns to be sounded in specified areas) at certain at-grade crossings. This involves instituting alternate safety measures such as four-quadrant gates and non-mountable median dividers. In addition, supplementary safety measures must be installed and a risk analysis must be prepared to demonstrate that safety would not be compromised by eliminating train horns in the area receiving “quiet zone” designation.

Under the federal rule, only the entity with jurisdiction over the road (public agency) that crosses the track can apply for a quiet zone. This includes all municipalities, counties and special districts. Each crossing has different characteristics (e.g. vehicular and pedestrian traffic) so the safety measures required vary. These measures can include physical barriers, like four-quadrant gates and/or median

barriers, and/or alternative safety measures like programmed enforcement, engineering improvements and public education. Advance warning signs advising drivers that trains do not sound their horns at the upcoming crossing must be installed.

According to Federal Statute Title 49, Part 222.37 and 222.39, the applicant (public agency) seeking to establish the quiet zone is responsible for the cost of installation, maintenance and upkeep for the extra safety devices. A railroad cannot apply because it does not have authority over the roadway. Thus, the railroad does not bear the cost to improve the crossing. A railroad does not require a quiet zone to operate safely.

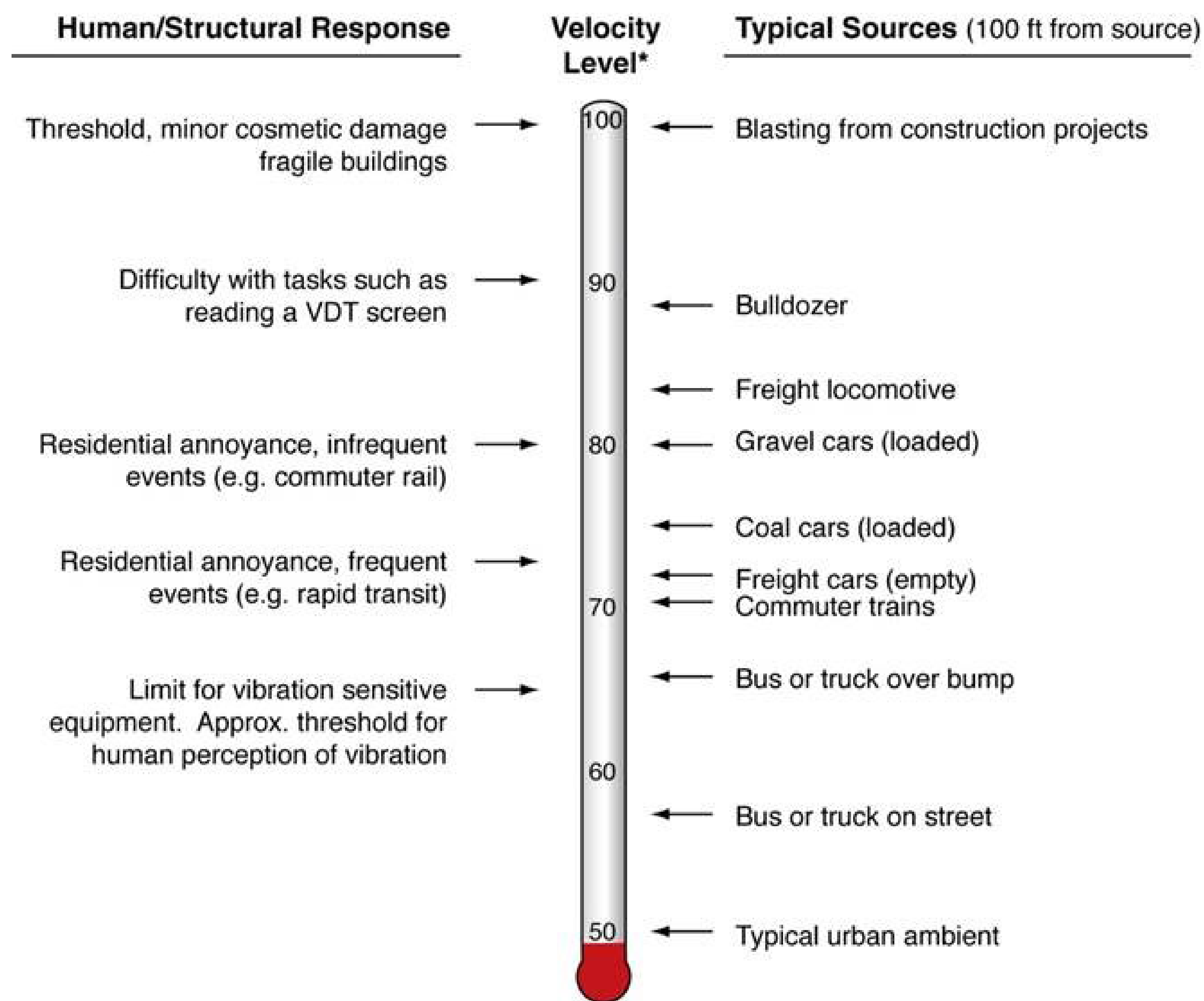
AAF is committed to working with all local governments as they proceed through the official FRA quiet zone process.

Vibration

Vibration is caused by train pass-by, and varies with the distance to the track and with train speeds.

The Project would also result in vibration impacts to 3,978 receptors, but at levels that would not result in structural damage.

Vibration impacts (including those within environmental justice communities) would be minimized by stringent wheel and rail maintenance measures, and would be mitigated using ballast mats beneath rail lines, and “frogs” at selected switch locations with nearby sensitive receptors. Special pile-driving methods at selected locations near sensitive receptors will minimize vibration impacts during construction.



* RMS Vibration Velocity Level in VdB relative to 10⁻⁶ inches/second

Rare Species

The project is within or near habitat for sensitive species, including animals and plants that are protected under either federal or state laws, including:

American alligator

Audubon's crested caracara

Bald eagle

Eastern indigo snake

Florida scrub-jay

Gopher tortoise

Red-cockaded woodpecker

West Indian manatee

Wood stork



US Fish and Wildlife Service and National Oceanographic and Atmospheric Administration-National Marine Fisheries Service have found that the project would have no adverse effect on federally-listed species. Additional field surveys within the construction footprint of the selected alternative will be done to confirm that no listed species are present. AAF will implement specific construction mitigation protocols to protect listed species.

Traffic and Grade Crossings

The Project will increase the number of times that each at-grade crossing is closed to traffic, but closures from passenger trains would be much shorter than closures from existing freight traffic.

On average, an at-grade crossing requires **30 seconds** to activate and close the gates, and **15 seconds** to bring the gate back up.

For freight trains (average length 8,150 feet and average speed approximately 51 mph), a single train crossing results in an average crossing closure of 155 seconds (ranging from 147 to 170 seconds) or **2.6 minutes**.

For passenger trains (average length 725 to 900 feet and average speed 93 mph), a single train crossing results in an average crossing closure of **51 seconds**.

At-grade Crossing Closures (2019)

COUNTY	NUMBER OF AT-GRADE CROSSINGS	FREIGHT			PASSENGER		FREIGHT + PASSENGER	
		NUMBER OF TRAINS/DAY	TRAIN SPEED (MPH)	MAXIMUM CLOSURE (MIN/HR)	NUMBER OF TRAINS/DAY	TRAIN SPEED (MPH)	MINIMUM CLOSURE (MIN/HR)	MAXIMUM CLOSURE (MIN/HR)
Brevard	55	22	53.8	2.5	32	98.1	1.7	4.2
Indian River	30	22	54.2	2.5	32	106.6	1.7	4.2
St Lucie	20	22	47.8	2.7	32	92.6	1.7	4.2
Martin	25	22	44.4	2.8	32	79.5	1.7	4.2
Palm Beach	26	22	54.3	2.5	32	89.2	1.7	4.2

Wetlands and Aquatic Resources

Total Direct Aquatic Resources Effects Resulting from Each Alternative (acres)

DESCRIPTION	A	B	C
Streams and Waterways	7.5	3.6	3.6
Marshy Lake	0.5	0.5	0.5
Reservoirs	8.7	2.4	1.7
Wetland Hardwood Forest	0.4	0.4	0.4
Mixed Wetland Hardwoods	34.1	39.1	37.4
Willow and Elderberry	1.2	1.8	1.5
Cypress	10.8	27.2	24.9
Hydric Pine Flatwoods	2.4	2.8	6.7
Wetland Forested Mixed	24.3	26.9	28.2
Vegetated Non-Forested Wetland	<0.1	<0.1	<0.1
Freshwater Marsh	12.5	16.1	13.9
Wet Prairie	4.8	11.0	7.7
Treeless Hydric Savannah	23.5	33.1	30.9
Total Direct Effects	130.7	164.9	157.5

Section 404 of the Clean Water Act (CWA) (33 CFR 320-332) regulates discharges of dredged or fill material into waters of the United States, including jurisdictional wetlands. CWA compliance requires a sequential evaluation process which includes verification that all jurisdictional wetland impacts have been avoided to the greatest extent practicable, unavoidable impacts have been minimized to the greatest extent practicable, and unavoidable impacts have been mitigated in the form of wetlands creation, restoration, enhancement or preservation.

AAF has submitted its application for Section 404 authorization to USACE. USACE will complete its Section 404(b)(1) Guidelines analysis and public interest review in its record of decision following publication of the Final EIS.



Mitigation Measures

Project Mitigation Measures for Unavoidable Impacts – Operational Period

ENVIRONMENTAL RESOURCE	MITIGATION MEASURE
Traffic and Grade Crossings	<ul style="list-style-type: none"> • Work with State and local traffic officials to adjust traffic signal timing as needed in Project Area. • Implement or fund grade crossing safety enhancements identified in the Diagnostic Team Report.
Noise and Vibration	<ul style="list-style-type: none"> • Install noise barriers along the E-W Corridor where effective in reducing noise impacts near elevated structures. • Maintain train wheels and rails to minimize vibration. • Install pole-mounted horns at grade crossings.
Water	<ul style="list-style-type: none"> • Implement stormwater treatment BMPs (surface infiltration through swales, ditches, and over-land flow; installation of underground French drain systems; deep injection wells to drain water via gravity or pumping; and/or wet detention and retention ponds).
Navigation	<ul style="list-style-type: none"> • Manage train schedules to minimize bridge closures. • Provide marine industry with bridge closure schedules to facilitate planning by boaters. • Develop a set schedule for the down times of each bridge location. This schedule will include both freight and passenger rail service. • Provide that schedule of bridge closures in an internet-accessible format to offer the public with access to that information, including the boating community and marinas. This will be posted on the AAF website and/or the US Coast Guard website. • Implement a notification sign/signal at each bridge location with warning count downs to indicate the times at which the bridge will begin to close and open and how long before a train will arrive. • Develop formal contact with first responders and emergency personnel. • Develop coordination plans between AAF and local authorities during peak vessel travel times on holidays and major public events. • Install a bridge tender at the New River Bridge.
Wetlands	<ul style="list-style-type: none"> • Purchase in-kind credits from state and federally-approved mitigation banks.
Biological Resources and Natural Ecological Systems	<ul style="list-style-type: none"> • Develop designs to provide wildlife passage under bridges and through culverts in critical areas. • Install wildlife crossing within the Tosohatchee Wildlife Management Area. • Revegetate cleared areas when required by standard BMPs and applicable laws.
Essential Fish Habitat	<ul style="list-style-type: none"> • May include purchase of federally-approved mitigation bank credits.



HOW TO COMMENT

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

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

There are 4 ways that you can comment:

- ▶ Written comments may be submitted tonight, in the boxes provided
- ▶ Comments may be made orally at this meeting (to the court recorder)
- ▶ Written comments may be mailed to:
Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590
- ▶ Written comments may be emailed to: AAF_comments@vhb.com

We appreciate your comments!