Appendix 1.1-B3

Section 404 USACE Consultation – Comments Received by USACE (3 of 3)

From: jkandt7960@aol.com
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL]
Date: Friday, October 31, 2014 2:32:59 PM

I vote against the All Aboard Railroad !!!!!!

From:	Sally Barrett
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL]
Date:	Tuesday, October 28, 2014 10:17:57 AM

o AAF

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EMAIL NOW -- Andrew.W.Phillips@usace.army.mil, David.Keys@noaa.gov, Evelyn.Smart@uscg.mil -- Sample Email

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public

hearings"

are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and

supporting other residents.

Martin County has prepared excellent analysis.

Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Sally Barrett

From:	CWIEDS@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov; CongressmanRodney.Frelinghuysen@mail.house.gov
Subject:	[EXTERNAL] (no subject)
Date:	Friday, November 28, 2014 10:58:16 AM

Subject: Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

Further, Fortress Funds, the owner of the FEC RR is not in the business of running any company, much less a RR. They are in the business of making money by leveraging "other peoples money" in any manner regardless of the effects on the general public. This is a pure real estate play as well as a freight train play.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-

speed. The precedent could hamper more viable future passenger train proposals.

Thank you for your consideration

Christopher M Wiedenmayer
6322 SE Morning Dove Way
Hobe Sound, Fl 33455

Tel 772-545-4966
Cell 928-625-6249

From:	realsquack
To:	john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL]
Date:	Wednesday, December 03, 2014 9:20:13 PM
Attachments:	Jackie Trancynger EIS.docx

Please read attachment.

From:	Micco Home Owners
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; Thad Altman; john.tobia@myfloridahouse.gov; steve.crisafulli@myfloridahouse.gov; ritch.workman@myfloridahouse.gov; tom.goodson@myfloridahouse.gov; ananth.prasad@dot.state.fl.us; Phillips, Andrew W SAJ; Chelle Woods; Joan Legue; Jan Black; Sue Olson; jcstargate@att.net; Henriette Daulton; Gloria Fleming; Dick Gee; Joanne Paganelli; Barbara Reisert; Wilma Weglein; Lee Newell; Rita Poiet; atwellem@hotmail.com; brucemmicco@aol.com
Subject:	[EXTERNAL] 6 Comment on the ALL Aboard Florida Draft Environmental Impact Statement - Endangered Environment
Date:	Wednesday, December 03, 2014 4:37:50 PM
Attachments:	image.png #6 -Environment-Lagoon.docx Pic- two bridges.docx

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Inline image 1^ -

DATE: December 3, 2014

TO: John.Winkle@DOT.gov <mailto:John.Winkle@DOT.gov> and AAF_comments@vhb.com <mailto:AAF_comments@vhb.com> (AAF_comments@vhb.com <mailto:AAF_comments@vhb.com>)

FROM: Micco Homeowner's Association Email address: miccohomeowners@gmail.com <mailto:miccohomeowners@gmail.com>

SUBJECT: All Aboard Florida Comments on the Draft Environmental Impact Statement – Environmental Consequences

Micco is a community of more than 9,000 residents living in unincorporated Brevard County and includes the neighborhoods of Barefoot Bay, Fleming Grant, Little Hollywood, Pelican Bay, River Grove, and Snug Harbor Lakes & Village. We are bounded on the south by the St. Sebastian River. Micco residents awake in the morning to the sun rising in the east over the Indian River Lagoon, and evenings to the sun setting in the west on the Micco Scrub Conservation Area and St. Sebastian Buffer Preserve State Park.

Micco Homeowner's Association is very alarmed that All Aboard Florida/Florida East Coast Railway passenger rail project inadequately addresses within their DEIS the vital transitional link between the Indian River Lagoon and the St. Sebastian River. These are not stand-alone water bodies. The Indian River Lagoon is over one hundred fifty miles in length and serves as the "front door" of five of Florida's Atlantic Coast counties. The Lagoon is national recognized as an estuary of critical concern and of national importance due to its tremendous diversity of fish and rich marine life. The Indian River Lagoon region has five state parks, four federal wildlife refuges and a national seashore. More people visit Sebastian Inlet State Park than any other state park in Florida.

Another nationally recognized water body is located at our "back door," the only American Heritage River in Florida, the St. Johns River. The St. Johns begins its slow march north in the marshes and creeks of Blue Cypress Conservation Area and Three Forks Marsh Conservation Area. Each conservation area contributes to the St. Johns River's headwaters. .

Linking the Atlantic Ocean and Indian River Lagoon to our western conservation marshes are the St. Sebastian River and C-54 Canal. The C-54 canal once discharged directly from the St. Johns River to the lagoon. However, the canal now provides emergency flood relief by releasing water through the St.

Sebastian River to the Indian River Lagoon.

The All Aboard Florida Draft Environmental Impact Statement totally fails to acknowledge the sensitive nature of our area's water environment and water quality.

As a result we are listing the following concerns.

All aboard Florida DEIS Affected Environment Page 4-113 states: "Recreational boating activities bring revenue for local businesses and governments. According to the SFWMD and the Florida Center for Environmental Studies, fishing in the Indian River Lagoon brought in $82.1 million in Martin and St. Lucie Counties in 1995, with boating adding an additional $12.4 million (SFWMD and Florida Center for Environmental Studies 1999). According to the Recreational Marine Research Center, which conducted a study commissioned by the Florida Fish and Wildlife Conservation Commission, the total spending on boat trips by boat owners registered in Martin County in 2006 is estimated to be over $65 million, and nearly $170 million in Palm Beach County. If the estimated annual spending on recreational boating, not including purchases of boats, is added to that, the economic significance of trip spending and annual boating spending by boats registered in Martin County is estimated to have a value of over $90 million. In Palm Beach County, these numbers are estimated with a value over $280 million (Recreational Marine Research Center). According to recreational boat traffic surveys, recreational boating in Broward County has an economic impact of approximately $8.8 billion (Mote 2005). These estimates include lodging, marina services, restaurants, groceries, boat fuel, auto fuel, marine supplies, recreation, entertainment, and shopping, and encompass an area much larger than the Project Study Area. Section 4.1.3, Navigation, provides additional information on the economics of the maritime industry."

1. The DEIS failed to include any economic benefit from recreational boating, commercial fishing, scenic tour operators, or fishing guides in Indian River and Brevard Counties. The annual economic impact for activities associated with the Indian River Lagoon is estimated to be $3.7 billion according to Florida Atlantic University.

2. The DEIS fails to discuss the importance of the Lagoon's tributaries to maintaining the estuary. The transition from freshwater - to brackish water - to saltwater is unique as it provides life supporting habitat and nutrients to this spawning ground for numerous oceanic and Lagoonal fish and bird species.

3. The DEIS fails to comment on the importance of the St. Sebastian River or any other identified tributary to the Lagoon as a transition zone between fresh and salt water sources.

4. The DEIS fails to include on Page 4-52 and Figure 4.2.5-1 the St. Sebastian River as within Florida Coastal Zone and Aquatic Managed Areas.

The St. Sebastian River is included as part of the Indian River Lagoon Estuary system as well as the Malabar to Vero Beach State Aquatic Preserve. Additionally, the river is managed by the state's St. John's River Water Management District as a watershed.

5. The DEIS in Page 4-77 on Table 4.3.4-2 Floodway Crossings within the Project Study Area places the St. Sebastian River in St. Lucie County.

DDepending on which side of the St. Sebastian River you're standing on you're either in Indian River or Brevard County.

6. The DEIS on Page 4-89 in Table 4.3.5-4 Essential Fish Habitat within the Project Study Area states that NO Habitat Areas of Particular Concern (HAPC) exist in the St. Sebastian River.

On Nov. 16, 2014 the Indian River Press Journal, TCPalm newspaper reported in an article titled: Fish,

wildlife return to St. Sebastian River after 3 years of dredging that, “Sea grass beds increased from 2.24 acres in 2011 to 8.56 acres in 2013 in the area where the St. Sebastian River enters the Indian River Lagoon, according to mapping by the St. Johns River Water Management District.”

7. The DEIS fails in the document and the appendices to report any critical essential fish habitat in the St. Sebastian River.

The same news article referenced above quotes Richard Paperno a Marine Biologist with the Florida Fish and Wildlife Institute in Melbourne as saying in October (2014) “low but consistent numbers” of exotic species such as opossum pipefish and several types of gobies are showing up in monthly monitoring.”

8. The DEIS fails in Appendix 4.3.5A Essential Fish Habitat to even discuss the St. Sebastian River’s connection to the Indian River Lagoon, Atlantic Ocean and freshwater watershed through the C-54 Canal.

The Small Toothed Sawfish have been sighted in the Indian River Lagoon and St. Lucie Rivers in recent years (http://www.tcpalm.com/news/st-lucie-sawfish-may-have-died <http://www.tcpalm.com/news/st-lucie-sawfish-may-have-died> . No effort has been made to determine if this or any other protected species is found in the St. Sebastian River. Salt and freshwater species are found in the St. Sebastian River including mangrove snapper, red fish, black drum, tarpon, snook, varieties of shark, tilapia, largemouth bass, plecostomus as well as the American Alligator.

9. The DEIS falsely states on Page 8-3 Summary of Public Involvement Paragraph 8.2 Agency Coordination that “AAF initially coordinated with federal, state, regional, and county agencies regarding the Project from March 2012 through April 2013. These preliminary efforts focused on satisfying requirements for the submittal of environmental permit applications. Through this process AAF identified concerns of stakeholders and requirements of regulatory agencies that are relevant to the NEPA process.”

No county or city officials were contacted concerning the identification of endangered species, critical habitat or essential fish habitat in the St. Sebastian River or the Indian River Lagoon within Brevard and Indian River Counties. The list of counties and cities listed on Pages 8-3 and 8-4 does not match the list of agencies contacted regarding the Scoping Meetings listed within Appendix 8-1 Scoping report, B-1 Agency/Tribal Mailing List

10. The DEIS Appendix 4.3.6.A Rare Species Survey fails to identify any Bald Eagle nests in the community of Micco, in southern Brevard County.

Local residents report Eagles flying above the area of the intersection of the St. Sebastian River and Indian River Lagoon and working the nearby shorelines. The only survey of the area was taken by helicopter over two separate days while the helicopter was traveling from Orlando to Miami. It would seem some pursuit of local knowledge or contact with local FWC or county naturalist would have been appropriate.

11. DEIS Page 3-6 Alternatives – Threatened and Endangered Species states: “Potential direct and indirect impacts to federal and state-listed threatened and endanger species were evaluated based on information provided by the Florida Fish and Wildlife Conservation Commission and included – Bald eagle nest locations – Florida Wood Stork nesting areas – Florida Scrub jay habitats, and recorded observations for additional federal and state listed species. Impacts were assessed based on the number of listed species observations within or adjacent to the 300-foot corridor for each alternative. The analysis did not include plant species or aquatic species such as the West Indian Manatee.”

The DEIS clearly states it failed to analyze the number of Manatee’s that are residents in the St. Sebastian River and whether any endangered plant or aquatic species inhabit the river

The DEIS fails to discuss the annual winter migration of the West Indian Manatee in the St. Sebastian River and the C-54 canal.

The DEIS fails to recognize the large number of Manatee's that assemble at the weir on the C-54 Canal where freshwater stills into the brackish water of the St. Sebastian River. Manatees are seen in such large numbers that an overlook is provided for viewing within the St. Sebastian Buffer Preserve State Park.

The DEIS fails to provide information on how wintering migrating manatees will be managed and protected through their migration period of November to March

12. DEIS Section 4(f) Page 6-5 paragraph 6.4.2 St. Sebastian River Bridge states: "The project requires that the St. Sebastian River Bridge, a structure located within the FECR right-of-way, be demolished to construct a new structurally-sound bridge able to accommodate the future passenger and freight traffic."

As a tributary to the Indian River Lagoon, any demolition and replacement construction of the St. Sebastian River Railroad Bridge will cause unintended negative ecological consequences to the both the River and Lagoon.

The DEIS does not address the negative impacts to the area's ecotourism

industries.

The DEIS fails to provide a construction plan or details on what steps will be taken

to mitigate environmental damage.

The DEIS does not provide information on how to protect the River and Lagoon from oil, grease and hazardous materials leaked or spilled from freight cars and/or passenger trains as well as during construction and demolition.

The DEIS fails to describe any possible mitigation required due to loss of red, black or white mangroves found along the St. Sebastian River shoreline.

Any wetlands mitigation should occur – if possible – within the County that suffers the loss. Contact should be made with local and nearby state park officials for appropriated improvements due to habitat destruction by AAF.

The DEIS fails to outline how Manatees, endangered opossum pipefish, gobies and other resident breeding fish will be protected from the vibration and noise of driving new piling and disassembling the St. Sebastian River Bridge. There is no plan.

It is unacceptable that mitigation concerns for endangered Manatees, plants and other wildlife would

only be considered at the time the St. Sebastian River Railroad Bridge is demolished and replaced.

Certainly no permitting should occur before there is a construction plan and a complete explanation of what will be done to protect the fragile waterway environment of the St. Sebastian River and Indian River Lagoon.

13. The DEIS Appendix 4.3.6.! Page 4 AAF Scrub jay Survey – Brevard County (BTC file #676-03) states: "The Area South of Micco Road: This is an approximately 5,000 foot area of scrub and scrubby flatwoods (Figure 4). Scrub-jays responded at five of the 10 stations along this stretch. Habitat to the east of the tracks is overgrown or developed. At the southernmost station, Scrub-jays crossed the tracks on one occasion but were just searching for the source of the call".

The DEIS fails to consider that an active colony of Scrub-jays exist even though their own consultant reported that within one 2-mile stretch of railway in Micco, Scrub-jays responded at HALF the stations placed in the area in a 5 day period. Instead, the DEIS reports "scrub jays are not likely to be adversely affected."

The DEIS fails to categorize and properly inventory scrub-jays or any other endangered blue-tailed skink, Florida sand skink, wood stork, eastern indigo snake, gopher tortoise or gopher frog or manatee in the path of the FEC Railway.

Micco Homeowner's Association is respectfully asking the Federal Railroad Administration to reject the flawed Draft Environmental Impact Statement and to direct All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal through a NEW DEIS PROCESS. Additionally no permits should be granted until there is a complete construction plan available to Phase 2 residents as well as a detailed inventory of endangered species and a report on mitigation of these important environmental concerns. For context we have provided an aerial photo attached of the St. Sebastian River and Indian River Lagoon.

Florida already has a passenger train that goes from Miami to Orlando and no one rides it. It's called Amtrak. The All Aboard Florida passenger train proposal is really about adding a second track in order to add more freight.

Sincerely,

Micco Homeowner's Association

Miccohomeowners@gmail.com <mailto:Miccohomeowners@gmail.com>

Attachment 2-

Copy: Governor Scott, Senator Nelson, Senator Rubio, Congressman Posey, State Senator Gardiner, State Senator Altman, Representative Tobia, Representative Goodman Representative Workman, Speaker Crisafulli, FDOT Sect'y Prasad, Micco Homeowners Board of Directors, Brevard County Board of County Commissioner and County Manager; Andrew Phillips USACE

From:	Sally Stringer
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] A Public Hearing Is Needed - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Monday, November 17, 2014 6:50:31 PM

My Name: Sally Stringer

My Email: salgal123@aol.com

My Address:

1675 SW Crossing Circle
Palm City, FL 34990

Please conduct a public hearing on this issue. The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

Comments regarding the EIS "Public Meeting" in Stuart from Greg Braun, an ecologist with over 25 years experience working in marine, estuarine, freshwater wetlands and upland habitats in Florida, the southeastern U.S., the Bahamas and the Caribbean.

"The chaos at the Federal Railway Administration's "Open House"-style public hearing on the draft Environmental Impact Statement (EIS) that was held in Stuart on October 30 seemed well-orchestrated to make detailed information hard to acquire. No signs identified the area of expertise of the FRA representatives at the many "stations" that were set up around the large meeting room at the Kane Center, which made it difficult to find the right people to ask questions on specific topics.

If the right person could be located, answers were often vague or un-enlightening. Several attendees with experience in the financial world who wanted to pose questions searched unsuccessfully to find someone who could address detailed questions about financing and collateral.

Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.
Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.

One thing did become clear – the level of review was primarily "desktop" with inadequate time having been allocated to field investigations. Could it be that not knowing the accurate extent of environmental impact will result in approval of the EIS? It shouldn't be up to interested citizens to bring these types in information to the attention of FRA – a thoroughly completed EIS would have been forthright in identifying environmental impacts.

We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."

Sincerely,

Sally Stringer

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Cheryl Kozloff
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] A Public Hearing Is Needed - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Friday, November 21, 2014 1:52:42 PM

My Name: Cheryl Kozloff

My Email: cheryl@kozloff.net

My Address:

7186 SE Golfhouse Drive
Hobe Sound, FL 33455

Dear Mr. Phillips,

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

Specifically, there is partial information at crossings only. There is no information between crossings. Further, the plans for crossing which are addressed, only offer partial information and only within the right of way. There is no information outside of the right of way where obvious environmental impact will occur. Where wetlands are present within the right of way and double tracking occurs, we are given no information on construction work and resulting permanent structures effecting wetlands, .

This single focus on environmental impact only within the right of way is taken to an extreme throughout the DEIS. It pretends that train whistle noise will only be heard within the right of way and not outside. In similar fashion, train and rail vibrations are assumed to only occur within the right of way. It assumes nothing will be felt or encountered outside of it.

This lack of transparency and lack of understandable information must be corrected.

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project.

That information should be presented in a public forum conducted by the Army Corps of Engineers.

The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
Cheryl Kozloff

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation

Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	BSMcKey@aol.com
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] AAF
Date:	Wednesday, December 03, 2014 6:30:58 PM

All Aboard Florida, a private entity, should not be allowed to negatively impact the quality of life enjoyed by the residents of the Treasure Coast of Florida. Martin County has strived to make our community a good place to live and has been very successful in those endeavors. Now a private entity areas of Stuart, Port Salerno, Jensen Beach and Hobe Sound (in addition to the freight traffic already in existence), endangering our lives, livelihoods, the environment, our wildlife, and our peaceful existence. And they expect us to pay the bill for, at least, continuing maintenance of crossings!

Since no passenger train service in this country runs a profitable operation, this proposed service cannot expect to do so either. So, it is apparent this project is all about the other profits they plan to realize, namely development at terminal locations and probably increased freight traffic utilizing the added tracts.

Please don't allow this to happen! The Treasure Coast of Florida and especially our unique Martin County should not be the unwilling victims of a big business scheme designed only to fill the pockets of (non-local) investors involved with this proposal.

Please, stop this insanity!

Sande McKey
Stuart Resident

From:	Ralph Caruso
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] AAF Comments
Date:	Tuesday, December 02, 2014 4:28:58 PM

4014 SE

Fairway E

Stuart, FL

34997

412-436-0821
rxc@yahoo.com

December 2,

2014

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

I am writing to provide you with comments concerning the Draft Environmental Impact Statement (DEIS) for the proposed All Aboard Florida Intercity Passenger Rail Project. I have attended several local meetings where this project was discussed, and am a local resident and a boat owner in the area that will be impacted by this project. I have reviewed the entire DEIS and as many supporting documents that I could find, and considered the various analyses that are presented.

General comments

Overall, there is very little information in this document about the various methodologies that were used to generate the analysis results. There are references to emails from various individuals, but no explanation where those emails are available to the public. All of the analysis methods, inputs, and assumptions should be publically available on a website for public inspection. If some methods are proprietary, then members of the public who do not have a commercial interest in them should be accorded the opportunity to sign non-disclosure agreements with the organizations that claim proprietary interest, so that they may understand how the calculations were performed. If analyses were performed according to an approved methodology of using data provided by a government organization, there should be a link in the document to the supporting government website where the details of the methodology can be reviewed and data audited.

Ridership Summary

Where is there a description of the methodology for the ridership document? What assumptions were made? There are no references to the exact methodology, where both the methodologies and their exact inputs and assumptions, can be examined. There is no assessment of the fact that CSX, which used to be a passenger railroad, is not interested in restarting this line of service. There is only self-serving statements by AAF that they will take away some part of the current road traffic between Miami and Orlando, and therefore there will be an environmental benefit. This whole section is a sham.

Affect on Navigation in the St. Lucie River

Navigation Report Section 4.1.3-C

This section states that the analysis used data from a survey taken during the first two weeks in January 2014. Why did they not use the data from the Stuart road bridge of actual openings? This bridge is manned and the bridge tender is required to keep detailed records of the vessels that pass through it. This source of data would provide much better data on seasonality and time-of-day openings. An EIS is supposed to use the best data available, but instead this analysis used a small sample over two weeks, during the lull in winter season traffic. One can see how winter season traffic varies by fact that weekend traffic is much higher in second week of survey than in first week of survey.

An EIS is supposed to consider the effects of off-normal operation of the proposal, and this analysis does not consider cases where the trains do not travel according to schedule, or where a train suffers a mechanical failure that disrupts the schedule, and causes trains crossing the river to operate more slowly and bunch up more often. Also, there is no consideration for the age of the bridge and the opening mechanism, which will cause it to fail in the closed position more often that it currently does.

With the current train schedules, the bridge often stays closed for an hour at a time. With increased train traffic it is very reasonable to foresee that more trains will break down, or suffer mechanical failures that will cause them to operate more slowly than scheduled. These mechanical failures will cause the trains to operate more slowly, and therefore block off access for mariners and vehicles at land crossings.

Table S-2 of the DEIS states that “improved track infrastructure would decrease the duration of any single bridge closure”, but it does not explain that the openings will take place much more frequently, and therefore the total amount of time that the bridges will be closed will be MUCH greater. There is no detailed description of what specific track infrastructure improvements will be made or how they are specifically expected to decrease the duration of bridge closures, because there will be essentially no change in the speed of trains crossing the tracks. Furthermore, much longer freight trains will be crossing the bridge, and the bridge must remain closed to boat traffic until the entire train clears the track, and until any additional trains that are queued for passage clear the bridge.

The use of average train speeds (for which the numbers are not documented) to determine how long it takes to clear bridges and traffic crossings is misleading and deceptive, because train traffic thru the most heavily impacted areas does not proceed at the “average speeds” quoted in the documents. Freight traffic cannot cross the St. Lucie Bridge at the stated “average speed” of 51 miles per hour, because there is a curve (about 0.4 miles long) at the northern approach to the St. Lucie bridge that currently limits speed on the curve and the bridge to 25 MPH. It is proposed to increase the speed limit to 30 MPH for freight and 35 MPH for passenger trains on the curve, and to increase the speed limit for the bridge to 70 MPH (freight) and 80 MPH (Passengers) . Therefore, the entire freight train must limit its speed to 30 MPH from the point where the locomotive is about to enter this curve, until the last car leaves the curve. This means that the entire average freight train (average length of 8150 ft(1.5 miles)) will be traveling at only 30 MPH (not 51 MPH) for nearly 3.5 miles. Southbound trains cannot exceed this speed until the locomotive has passed MP 262.7, so that the major crossings in downtown Stuart will be closed for the time it takes for trains to pass thru at only 25 MPH, not 51 MPH. The analysis also does not consider that freight train sizes are planned to increase, to 14,000 ft (nearly 3 miles)

There is no discussion in the EIS about how FEC is going to upgrade the current bridge to allow it to be qualified for traffic at 70 MPH for freight trains. The omission of this information or any other discussion of the capability of the St. Lucie bridge from the EIS seems to be a deliberate concealment. When I questioned the person who did the navigation simulations, he knew nothing about any of these speed restrictions or how they affected his models. As such, this is a prima facie proof of the inadequacy of the navigation model.

The analysis of the impact on vessels did not consider the complicated geometry of the St. Lucie Bridge, which sits between the New Roosevelt Bridge and the old Dixie Highway bridge. The area is constricted and there is very little room to maneuver between the bridges. It is not safe for vessels to try to stay close to the bridges very long, waiting for them to open, because of the currents. A queue of boats waiting for the bridge to open makes it even more dangerous, because the longer the vessels wait for the opening, the more frustrated and inattentive the mariners will become. If the bridges are not open for very long, mariners will be tempted to push ahead in the queue and rush for the opening, creating a significant opportunity for collisions between vessels and allusions with structures.

In discussions with the individual who performed the analysis, he explained that he did not consider any of the real navigational situations that exist for mariners at this bridge, that he did not know that vessels do not pass one another in opposite directions as they pass thru the bridge, and that he knew nothing about the proposed operation of the trains, other than the statements by AAF that the trains would move at a particular "average speed" across the bridge. There is no detailed discussion of his model in the DEIS.

The St. Lucie river is also a significant evacuation route for vessels that desire to move inland in case of a tropical storm. Under a tropical storm water or warning, many vessels will try to pass thru the bridge and head for Indiantown and other locales where they can be safely hauled out to withstand a storm. Closing the bridge for train traffic will subject evacuations like this to additional stress, and will inflame worries about being able to avoid storms.

Vehicle traffic crossings in Martin county.

There will be severe impacts to the heart of downtown Stuart, Jensen Beach, Port Salerno, and other small communities from noise, vibration, and traffic congestion, according to the maps in the DEIS. The entire east side of Stuart will be cut off from the rest of the county very frequently, thus making it difficult for emergency services to access hospitals and other emergency facilities on the east side of the tracks.

The data used in the analysis for vehicles crossing the tracks in Martin county are completely inadequate and inappropriate. The DEIA used the an "Annual Average Daily Volume" for traffic at the crossings, but this is not appropriate and results in misleading and deceptive results, because the actual traffic thru crossings is highly dependent on the time of year, the time of day, and the day of the week. During the high season (October to May) the vehicle traffic in Stuart is MUCH higher than during the rest of the year, and the use of annual average daily numbers smears out the peaks, which occur very frequently during the high season. This will have a significant effect on traffic queues that are created by the increased rail traffic. The seasonal effects need to be evaluated.

FECR plans to close one of two crossings in Port Salerno, right in front of the only Fire and Rescue Station in Port Salerno. The operation of this station will be impacted severely by the proposal, because one of the redundant crossings will disappear, while the other one will be closed much more often, for a much greater total amount of time. The fire services will not be able to reliably deal with emergencies to the west of the tracks, and if they do, they will be at severe risk of being cut off if an emergency occurs that requires them to return to the east.

In addition, the length of the freight trains will be increased, up to 14000 ft, according to public statements by FEC railway officials, so that the trains that are stopped waiting for bridge openings or for oncoming trains to clear the bridge, will block several crossings at one time, for very long periods of time. Freight trains take a long time to come to a complete stop and to start up again, so any freights that have to stop will have a significant effect on traffic at the closed crossings.

Increased train traffic will also increase the frequency of accidents at crossings and also at non-crossing locations, as railroad trespassers attempt to cross the track. Accidents cause trains to stop and this disrupts both the opening of the bridges across navigable waterways and the closing of vehicle crossings on land. By its very nature, the increase in train traffic will reduce the ability of people who live in the Stuart area from going about their daily activities, for work, to schools, for commerce, for recreation, or during emergency situations.

Conclusion

This proposal fundamentally creates an isolation zone on the east side of the tracks, and will cause economic death to Stuart, Jensen Beach, Port Salerno, and all of the infrastructure on the east side of the tracks. The analyses in the DEIS are seriously flawed, do not consider significant variations in the input values used for the modeling, do not consider significant facts related to the operation of the trains under the proposal, and are therefore completely inadequate to serve as input for making a

decision about the impact of this proposal on navigation or on the local environment in Stuart.

There is no benefit whatsoever to people who live in Martin County from this project. They will bear an intolerable burden of noise and disruption in order to allow FEC to run additional freight trains. The proposal to run passenger trains is a sham to garner Federal tax dollars to pay for upgrades to their infrastructure, to support more freight traffic. If there was a real market for passenger service between Orlando and Miami, CSX would be willing to pay for it to happen. However, CSX and the other major railroads learned a long time ago that passenger traffic does not pay, and they have wisely decided to not pursue it any further. Only sham outfits like FEC will try to fleece the government for subsidies to pay for passenger services that will quickly go bust, leaving the government holding the bag for the cost.

The analysis results are deceptive and misleading. The input assumptions are not based on a wide enough sample of real data for vessel movements and vehicle traffic at crossings. The analyses do reflect the way that the trains will actually run, do not take into consideration the effects of accidents, mechanical breakdowns, or the limits of the bridge to carry the traffic. The analysis results are therefore not valid and not usable or useful for evaluating the proposal.

The DEIS should be rejected until these significant defects are remedied. AAF should not be granted any Federal loans for this project, and the US Coast Guard should not permit AAF/FECR to close the St. Lucie River Bridge any more than it currently allows.

Ralph Caruso

From: SUNWRENT@aol.com
To: AAF_comments@vhb.com; Phillips, Andrew W SAJ
Cc: john_wrublek@fws.gov; charles_kelso@fws.gov; elizabeth_landrum@fws.gov; brian_powell@fws.gov; bpowell@ircgov.com
Subject: [EXTERNAL] AAF EIS Comment
Date: Wednesday, November 05, 2014 8:50:35 PM

A serious oversight in the All Aboard Florida Environmental Impact Study is the dramatic impact the construction of an additional track and the huge increase in number of trains will have on the North Sebastian Conservation Area in Indian River County. This conservation area directly abuts the railroad track for approximately one (1) mile in Indian River County.

The North Sebastian Conservation Area was specifically set up for habitat for Florida Scrub-Jays, Gopher Tortoises and the protection of the endangered scrub habitat. Also there are various wetlands there (some of the wetlands are very close to the railroad track and many species visit it including Wood Storks, Roseate Spoonbills, Great Blue Herons, Green Herons, Egrets, etc., etc.).

The population of Scrub-Jays in the North Sebastian Conservation area increased by 55% from July 31, 2013 to July 31, 2014, far above the State average, making it extremely important.

I have been monitoring Florida Scrub-Jays in Indian River County for 5-1/2 years and am very familiar with their presence and behavior. The Scrub-Jays at North Sebastian Conservation Area regularly cross the railroad tracks to gather food from vacant lots and grassy areas (particularly during nesting season to gather worms and insects in the grassy areas needed to feed their babies). And they actually forage right along the tracks. I have pictures documenting this behavior if you need it for your records. This will obviously result in increased fatalities of Scrub-Jays with increased numbers of high-speed trains. Also, many other birds and animals, including Gopher Tortoises, cross the tracks going to and from this Conservation Area which will result in more deaths.

Additionally, I have observed, during acorn-gathering season that the Scrub-Jays collect acorns right along the railroad track. When a train horn sounds they get scared and fly away. With many trains going by the Scrub-Jays will be losing a large portion of their essential food -- acorns from Scrub-Oaks.

In addition to the North Sebastian Conservation Area, Scrub-Jays are known to live right along the railroad tracks on private properties in Micco, FL (Brevard County). Valkaria also has scrub habitat right along the railroad tracks. It's also possible the Scrub-Jays that live on the Vero Beach Airport property adjacent to the railroad tracks will be affected.

So, it is totally incorrect in the Environmental Impact Statement and the Army Corps of Engineers permit application that Scrub-Jays will not be affected on the North-South route. There will be a dramatic effect on them, and we just cannot allow a conservation area that has been very successful in increasing numbers of Scrub-Jays to have increased kill by trains, interrupted nesting due to construction of new tracks and high-speed trains, and a good portion of the Scrub-Jays food source unavailable to them.
Sincerely,
Jane Schnee
1022 Foster Rd. - Apt. A
Sebastian, FL 32958
(772)589-3201

From: Judy Elseroad
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] AAF Environmental Impact Statement
Date: Friday, October 31, 2014 9:03:07 AM

There is serious misinformation in the permit. I've listed some of these below:

*it says there is no important Manatee area on the route, however the St. Sebastian River is considered an important Manatee area;

* there are rare fish in the river they don't mention

* it says Scrub-Jays are unlikely to cross the railroad track but I see them doing so on a regular basis but we have submitted photos which dispute this.

* wetlands and seagrass in the St. Sebastian River will be destroyed with the bridge demolition and construction

* other wetlands all along the route will be affected

Judy Elseroad
judyelseroad@gmail.com
772-388-0554 (home)
772-321-5654 (cell)

From:	Danielle Ohanesian
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] AAF Public Hearings
Date:	Tuesday, October 28, 2014 12:06:02 PM

Being a resident in Jupiter Plantation, a community on the Loxahachee River, we are a boating community. We have experienced first hand waiting for the RR bridge to open and close, on numerous occasions. The longest time was an 1 hour and 20 minutes, the quickest being 35 minutes, with the average being 45. The bridge closets 15 minutes prior to the freight trains arrival and remains closed for an additional 15 after its passing. Having a modest size boat, it was disconcerting having a pile up of boats awaiting the trains passage with the majority of boats being 30 ft and larger. It is of greater concern on windy days. I am also concerned about the age and stability of the bridge with high speed rail trains double tracked with freight running along side of the 110 mph tourist trains. The possibility of pollution in the event of derailment is quite ominous, especially with our River being an environmentally sensitive, wild scenic River. This being a fact, I am also concerned about our River wildlife with manatees being endangered. My husband, is in the coast guard auxiliary and ex bridge tender on Jupiter federal bridge and has seen his share of maimed, injured and dead wildlife from an over abundance of boaters and wake speeds unenforced.

All aboard Florida has downplayed the environmental impacts of their trains. Our property values, even with the luxury of being riverfront, have been declining with many homebuyers wanting to live now on the other side of the tracks. The DEIS is seriously flawed using old and tainted data collected at a time when boating is at its lightest.

Please hear our pleas and heed our comments and enable our beautiful River to remain safe and our inlet access navigable. Object to the All Aboard Florida high speed tourist train. Thank you.

Danielle Ohanesian, full time resident
825 center street 52b
Jupiter

Sent from my iPad

From:	Hibanx@aol.com
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] AAF Should be Stopped
Date:	Tuesday, October 28, 2014 8:43:04 AM

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
* consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"

are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and

supporting other residents.

Martin County has prepared excellent analysis.

Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

From:	Betty Ann Paterson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] AAF St.Lucie River Trestle Bridge Crossing
Date:	Saturday, November 01, 2014 4:15:19 PM

Re: All Aboard Florida's passenger railroad service from Miami to Orlando

1. AAF is planning 16 roundtrip passenger trains per day, 32 total per day. They claim that the single track trestle bridge spanning the St.Lucie River in Stuart takes 15 minutes to open and close. It actually takes 30 minutes for boat passage to resume plus time for the backup created to resume passage.
2. This number of train crossings plus the predicted increase in rail freight traffic would virtually end daytime marine passage there,

preventing barges, other commercial vessels, fishing and recreational vessels from using the river.

YOU SHOULD PLACE LIMITS ON THE NUMBER OF PASSENGER TRAINS PER DAY ALLOWED TO CROSS ON THIS SINGLE TRACK TRESTLE BRIDGE.

Thank you,
B.A.Paterson

From:	myra galoci
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] AAF through Martin County
Date:	Thursday, October 30, 2014 9:59:10 AM

To Whom It May Concern:

My husband and I are part of the huge majority of Martin County residents that vehemently oppose AAF. There are so many reasons, but I expect the ones that interest you are marine navigation and water quality.

Does this bridge look like it can safely raise and lower with 32 more trains per day? There is a strong current at this bridge making it difficult to stay inline to pass through this bridge. I understand that it may only be open to boat traffic for ten minutes per hour.

Martin County has found out that only the FEC inspects this bridge and that inspection results are available to no one.

Thank you for you help,
John and Myra Galoci
745 NE Spencer St.
Jensen Beach, Fl., 34957

From: Glenn McLain
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] AAF
Date: Thursday, November 06, 2014 4:09:33 PM

In support of All Aboard Florida

FEC will need to replace the bridges at some time in the future. Replacing them now with concrete will remove creosote pilings from the waterways. Most of the existing bridges were constructed for dual tracks.

AAF has the potential to remove vehicles from the highways. The net result will be less wetlands and wildlife distributed as it potentially reduce the need for widening and new roads.

From: Karen Kerwin
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] ACTION NEEDED to Stop All Aboard - Thurs. Meeting 3:30 to 7 PM & Emails
Date: Tuesday, October 28, 2014 5:24:45 PM

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

* consider the blocked crossings of downtown Stuart when the RR bridge breaks down

* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
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* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Karen Kerwin, Hobe Sound, FL

“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it’s the only thing that ever has!”, Margaret Mead

From: Gary Leggiere
To: Gary Leggiere
Subject: [EXTERNAL] ACTION NEEDED to Stop All Aboard
Date: Wednesday, October 29, 2014 8:06:19 AM

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

* consider the blocked crossings of downtown Stuart when the RR bridge breaks down

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Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"

are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and

supporting other residents.

Martin County has prepared excellent analysis.

Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Thank You,

Gary Leggiere

737 NW Waterlily Place

Jensen Beach, Fl 34957

From:	Ann Pyne
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] AGAINST
Date:	Thursday, December 04, 2014 9:13:30 AM

I am against All Aboard. I live on the waterway and It will ruin my property value and my experience of my property for me and my children's generation. Ann Pyne, 26 Riverview Road, Hobe Sound Fla. 33455.

From:	Nancy Policastro
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Fl
Date:	Saturday, November 01, 2014 10:44:47 AM

Dear Mr. Phillips,

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request “after vehicle traffic clears”.

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida’s Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

Sincerely,

Nancy and Peter Policastro
8946 SE Mars St
Hobe Sound, Fl 33455

From: Scott Wittmann
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Concerns
Date: Thursday, October 30, 2014 5:15:14 PM

Dear Andrew Phillips,

My wife and I wanted you to know that we are very much against the All Aboard Florida proposal. We have lived in Hobe Sound since 1979 and love the area. We feel that this dramatic increase in railroad passenger traffic will cause much more delays and traffic problems than what they are claiming. We also live and work near the railroad tracks, and this will create a lot more noise and vibration and it will lower our property values. It also will be detrimental to our ambulance service with the many elderly people in our area. There are also many other concerns such as problems for water navigation and evacuation during hurricanes.

As mentioned, we have many concerns regarding this proposal and all of our neighbors we have talked to feel the same way. We truly do not know of anyone who wants it. So we urge you to please work to stop All Aboard Florida which will be greatly appreciated by our community of Hobe Sound.

Thank you for your consideration of our concerns,

Scott & Kathy Wittmann
9248 SE Gettysburg Court
Hobe Sound FL 33455
772-349-4602

From: Scott Wittmann
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Concerns
Date: Thursday, October 30, 2014 5:18:46 PM

Dear Andrew Phillips:

My wife and I wanted you to know that we are very much against the All Aboard Florida proposal. We have lived in Hobe Sound since 1979 and love the area. We feel that this dramatic increase in railroad passenger traffic will cause much more delays and traffic problems than what they are claiming. We also live and work near the railroad tracks, and this will create a lot more noise and vibration and it will lower our property values. It also will be detrimental to our ambulance service with the many elderly people in our area. There are also many other concerns such as problems for water navigation and evacuation during hurricanes.

As mentioned, we have many concerns regarding this proposal and all of our neighbors we have talked to feel the same way. We truly do not know of anyone who wants it. So we urge you to please work to stop All Aboard Florida which will be greatly appreciated by our community of Hobe Sound.

Thank you for your consideration of our concerns,

Scott & Kathy Wittmann
9248 SE Gettysburg Court
Hobe Sound FL 33455
772-349-4602

From:	Friends of St. Sebastian River
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida DEIS comments
Date:	Wednesday, December 03, 2014 6:24:56 PM
Attachments:	FSSR_DEIS_comments.pdf

Mr. Phillips,

Below are our comments we have submitted to the Federal Railroad Administration, regarding the All Aboard Florida project Draft Environmental Impact Statement, dated September 19, 2014. I have also attached these same comments in PDF format, if you find that more convenient.

Tim Glover, President
Friends of St. Sebastian River
772-202-0501
www.fssr.org
info@fssr.org

Friends of St. Sebastian River
Response to the Draft Environmental Impact Statement
All Aboard Florida

November 28, 2014

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

Dear Mr. Winkle:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement, for the proposed All Aboard Florida rail project. The following are our concerns and comments regarding this project.
Section 3.2.1.1 lists the "Threatened and Endangered Species" that are addressed by the DEIS, and states that it specifically excludes plant and aquatic species, such as the West Indian manatee. The manatee is a federally listed "endangered" species and the St. Sebastian River provides critical habitat for the manatee. In addition, the entire river is covered by Manatee Protection Plans (MPP) in both Brevard and Indian River counties, which provide for year-round manatee slow or idle speed zones.

Manatees listed status requires permitting and consideration of possible impact to the species, for projects that potentially may affect them, as confirmed by the US Fish & Wildlife Service. The Army Corps of Engineers permit review "manatee key" states that the key applies to projects such as "construction/placement of other in-water structures."

The DEIS states that the railroad bridge across the St. Sebastian River is to be demolished and replaced, yet it does not provide an analysis of the impacts to manatees. The ACOE manatee key lists specific projects that have a predetermined "may affect" status, requiring review to minimize or eliminate potential impacts of the project. We believe those impacts will/may include the listed "may affect" activities of:

blasting or other detonation;
installation of structures which could restrict or act as a barrier to manatees;
floating platform, barge or structure that restricts manatee access to less than half the width of the waterway.

In addition the St. Sebastian River qualifies as an Important Manatee Area (IMA) due to parts of the

river being designated a Warm Water Aggregation Area (WWAA), and as such, "any type of in-water activity" has the status of "may affect" impact to manatees. Therefore the DEIS needs to include a full analysis of potential impacts to manatees, beyond the proposed mitigation measures outlined in Section 7.2.11.1.

Section 4.1.3.2 Existing Navigation Conditions describes the existing conditions and operations of the waterways to be impacted by the project. Its description of the St. Sebastian River though does no include a significant recreational/access point for the river. Dale Wimbrow and Donald MacDonald Parks are county parks that are located upstream of the railroad bridge. They provide the only free, improved public boat launches on the river and are important recreational facilities for public access and enjoyment of the river. In addition, larger size commercial tour boats regularly transit the railroad bridge crossing to access the South Prong of the river.

Section 4.3.5.2 Affected Environment – Essential Fish Habitat. While the DEIS and the National Marine Fisheries Service do not consider the importance of non "marine" habitat for assessment of essential fish habitat, the St. Sebastian River is habitat that is essential to a few rare fish species, some of which are endemic to the river. Dr. Grant Gilmore, Estuarine, Coast and Ocean Science, Inc., has published some of his research on these species in the St. Sebastian River, in Rare and Endangered Biota of Florida, Volume 2: Fishes. Dr. Gilmore has been trying for a number of years to establish the endangered status of these fish species by attempting to have them listed. To date none of them have been, but their rarity, and the importance of the St. Sebastian River for their survival merits consideration and minimization of any impacts to their habitat. Dr. Gilmore indicates that some of the most productive benthic habitat in the river is located just to the west of the current railroad bridge.

The DEIS only considers temporary construction impacts with regard to in-water bridge work, to be in the immediate vicinity of the project area. Impacts of noise, especially with the driving of pilings for bridge supports, will have far greater impact. The DEIS only considers noise impacts on fish species. Manatees and certainly dolphin, which regularly feed in the St. Sebastian River, will have a keen sensitivity to the noise produced by the project and therefore need to be considered, and impacts mitigated. The proposed use of air bubble curtains would seem ineffective in mitigating the extreme sensitivity of dolphins to the level of noise produced by pile driving. Additionally the DEIS does not address the noise impact to the river habitat, of more than tripling traffic crossing the bridge.

The DEIS proposes to demolish and replace the St. Sebastian River railroad bridge, but the Army Corps of Engineers Biological Assessment indicates that the original bridge will be maintained, and a new bridge built adjacent to it. The DEIS does not indicate that the Florida Division of Historic Resources has given their approval for the removal of the historic St. Sebastian River railroad bridge. If the bridge is to be demolished, the DEIS does not offer an analysis of the possibility, and minimization of the deposition of toxic materials in the St. Sebastian River, such as lead, rust, creosote, etc. In addition, an adjacent bridge would require a new alignment, which would have a significantly greater impact on the shoreline and wetland habitat along the river, as well as adjacent neighbors. The DEIS does not address these issues.

Potential impacts of the riverine cross section area (flow channel), by the new bridge, are also not addressed by the DEIS.

Thank you for your consideration of our concerns, and we look forward to them being fully addressed in the final Environmental Impact Statement.

Sincerely,

Tim Glover, President
Friends of St. Sebastian River
P.O. Box 284
Roseland, FL 32957-0284
info@fssr.org

cc: Andrew Phillips, Project Manager, US Army Corps of Engineers

From:	Littman Sherlock & Heims P.A.
To:	AAF_comments@vhb.com
Cc:	Littman Sherlock & Heims; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida DEIS Comments-Guardians of Martin County
Date:	Tuesday, December 02, 2014 4:02:16 PM
Attachments:	12 2 14 Letter to John Winkle.pdf

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 <http://www.theguardiansofmartincounty.org/>
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

From:	Grant
To:	All Aboard Florida Comments
Cc:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Draft Environmental Impact Statement and Section 4(f) Evaluation
Date:	Tuesday, December 02, 2014 5:15:34 PM

Grant

From: elzer@gate.net
Sent: Tuesday, December 02, 2014 4:46 PM
To: elzer@gate.net
Subject: Deadline: Email Today or Tomorrow re Stop All Aboard

What follows is an excellent summary of the facts prepared by the Guardians of Martin County, refuting the consultants misinformation, and pointing out the negative impacts of the "All Aboard Florida" proposal on Stuart and Martin County. This project is an embarrassment that needs to be stopped before we waste huge amounts of taxpayer money on an impractical and ill conceived project that benefits few and negatively impacts many.

If anyone really believes we need a high speed link between Miami and Orlando then build it west of I95 in open land where it can be like all real high speed links – as straight as possible with no grade crossings. Has anyone ever visited Europe or China to see what a real high speed link looks like?

Grant Rawding
1950 SW Palm City Rd. 8-101
Stuart, FL 34994

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

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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 <http://www.theguardiansofmartincounty.org/>
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

From:	realsquack
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida EIS
Date:	Wednesday, December 03, 2014 6:15:26 PM
Attachments:	Jackie Trancynger EIS.docx

We need more information from you. But in any case we oppose ALL ABOARD FLORIDA.
Jackie Trancynger
1993 NE Acapulco drive
Jensen Beach FL 34957

From:	Steve Rosen
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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.go; John_Wrublik@fws.gov; Charles_Kelso@fws.gov; roger@rogerhedgecock.com; Karen Harrington; Tom Mounce (tom@blueoceanpress.com); thegeezer3@aol.com
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] All Aboard Florida high speed train from Ft. Lauderdale to Orlando, FL
Date:	Monday, December 01, 2014 7:52:23 PM

Dear sirs:

As a lifelong Florida resident, I would like to ask you to DENY funding for this boondoggle waste of money project. Trust me, there are no long lines of individuals waiting to travel back and forth to Orlando. This political joke will cost taxpayers millions of dollars in subsidies just as the no-longer-talked-about, big political project, the Tri County Rail system that covers three south Florida counties.

Politicos touted this as the BIG SOLUTION to eliminating traffic congestion on the interstates just like they are claiming this All Aboard Floriduhhh will do.

It won't. Just like Tri County Rail, this ridiculous All Aboard Florida will NEVER pay for itself and like Tri-Coounty Rail will end up being forever subsidized by taxpayers.

These systems have limited use for the few destinations they serve. The only way to make these things cost effective is to demolish the entire corridor between South Florida and Orland and rebuilt the entire area based on this rail system. This is how New York and other cities have done it. They built the city around the transportation system.

The idiots in Floriduhhh want to do it backwards. It won't EVER work and it will NEVER pay for itself.

Please do NOT spend hard earned taxpayer dollars on this White Elephant project so politicians can pat themselves on the back. If they want this, let them borrow money with THEIR SIGNATURES ON THE LOANS. Watch how fast the project is cancelled because they KNOW it will NEVER pay for itself.

Years ago, a bullet train was proposed for the same route that would have cost billions of taxpayer dollars. Thank goodness Gov. Rick Scott refused the Federal funding or taxpayers in this state would have been held hostage indefinitely to pay for this monstrosity of a political "toy"

Thanks very much for your consideration,

Dr. Steve Rosen

Davie, Florida

From:	s.garrett@comcast.net
To:	AAF comments; John Winkle; Phillips, Andrew W SAJ; David Keys; Evelyn Smart; Allan Nagy; James Christian; Benito Cunill; Gavin Jamesg; Mueller Heinz; John Wrublik; Charles Kelso
Cc:	CongressmanPatrick Murphy; Bill@BillNelson.senate.gov; Rick Scott; Negron Joe web; GHarrell@GayleHarrell.com; MaryLynn Magar; elzer@gate.net; president@whitehouse.gov
Subject:	[EXTERNAL] All Aboard Florida Objections
Date:	Monday, December 01, 2014 2:06:37 PM

My family lives in Stuart, Fl. For those of you not familiar with Stuart and Martin County, this is a very nice place to live and work. Both the town and the county are well run by environmentally conscience people and the quality of life is envious as a result. Of course there are always the assaults by big business, real estate developers, and agri farm businesses that seek to change things in order to forward their own selfish interests in the name of profits. They have succeeded further south which is why most towns and cities south of Stuart on the east coast are already beyond repair and the quality of life for most middle class citizens is not what it used to be. All Aboard Florida's plans to run a high speed train service right through the center of town is the latest attempt for big business to profit at the expense of local quality of life. Although billed as a passenger train service we all know that is a ruse in order to influence those involved in the decision making process. Florida has very effective North-South transportation corridors with I-95 and the Fl Turnpike. Nobody will ride this train. It is really a freight service designed to bring profit to the few at the expense of many. You all have a responsibility to recognize attempts like this for what they are and not allow the significant degradation of the quality of life of the several small, but vibrant communities that will be impacted. Go home tonight and ask your families if they would like three trains per hour travelling at 100 MPH plus to go through their town. There is plenty of vacant RR track space further west of these communities that could be utilized as a win-win solution for all. Please do not fall prey to the deep pocket development virus that has all but ruined the SE coast of Fl.

My family requests that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

Thank you for putting common sense and conscience ahead of big dollar influence!

Sincerely,

Steve Garrett

From: Hibanx@aol.com
To: Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject: [EXTERNAL] All Aboard Florida over St. Lucie River
Date: Saturday, November 01, 2014 9:13:51 AM

TO ALL WHO ARE CONCERNED WITH RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY:
ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request "after vehicle traffic clears".

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that

All Aboard Florida threatens to choke to its waterway death.
Stanley M. Welsh, Jensen Beach,FL 34957

From: edermatt@comcast.net
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Project
Date: Thursday, October 23, 2014 7:55:37 PM

Dear Mr. Phillips:

After reviewing a significant portion of the Draft Environmental Impact Statement (DEIS) I would like to share with you some comments and concerns I have specifically on the St. Lucie River draw bridge portion of the report as well as the overall content of the report.

First of all, I question the impartiality of how the report was generated and how that influenced the accuracy of the contents of the report. The fact that the parent company of All Aboard Florida (AAF) Florida East Coast Railway (FECR) paid a consulting firm, the Louis Berger Group (LBG), to generate the important data that supports the AAF position and pass that data on to the US government to write the report clearly indicates that the report is biased in AAF's favor. The following analysis of some of the data contained in the report will illustrate that point of view.

The entire projects economic feasibility is based on ridership projections. Without substantial ridership the project is doomed to be a financial disaster which AAF is asking the US taxpayer to subsidize in case of a default. The DEIS makes the point page xxx that ridership is first and foremost determined by the point to point travel time. Why the report chose the acceptable time to be 3hours and 15 minutes is beyond common sense. Ridership is driven primarily by cost and not by time duration. If there is any doubt about that subject one only needs to examine the current air travel industry. Most passengers search for the lowest airfare period, except perhaps the occasional last minute business traveler that has no other choice. This brings up the most contentious point of the entire report. There is absolutely no mention of what the fare for the different segments might be. Any serious business plan must contain that information. Without the fare information how can there be credible ridership projection ?

The argument that Florida's population growth needs this passenger rail line to counter the overcrowding of the I-95 and Florida Turnpike is only partially true. The data on page xx shows that the Miami to WPB vehicle traffic is indeed at its capacity. However, from WPB northward, the combined I-95 and Florida Turnpike projected vehicle traffic will not reach capacity until 2040. Where is the great urgency to have a passenger rail service north of WPB when the current highways won't reach capacity for another 25 years ? Furthermore, most population growth will probably be a significant distance west of the FECR line where most of the new development is occurring . Hence to get access to only 2 train stops will require the use of personal automobile or other transportation to get to the stations. If passengers will actually choose this two mode transportation, which is extremely doubtful, is there sufficient parking spaces right at the stations ?

Another highly misleading data is the use of average gate closure time. While the 1min 30sec is probably a realistic assessment for road crossings at fast speeds, it does not take into account the worst case scenario which will take place at the bottle neck across the St. Lucie River. Since this bridge will remain a single track bridge the potential for huge backups for boats on the river and vehicle traffic just north and south of the railroad bridge is a reality. The worst case scenario is that a north bound freight train and a north bound passenger train as well as southbound freight train and a southbound passenger train are approaching the St. Lucie River bridge at the same time. Assuming that the two passenger trains will pass over the bridge first and the two freight trains will either have to slow down or stop and accelerate back up to allowable speed the total time for bride closure can be much longer than the projected time of xx minutes, especially since the freight trains can be up the 12000 ft in length. This not only affects boat traffic but major vehicle arteries that would be closed much longer than advertised in the DEIS. AAF should be challenged to provide this local closure time projection to provide the residents of Stuart with the impact of this project.

Something else that is missing in this report is a probabilistic analysis of the potential of train mishaps occurring since there will be significantly more total train traffic. The curvature of the track just north of the St Lucie River does not allow straightening the track since US 1 borders the west side of the

track, the outside of the track curve, and is still in the single track bottle neck area. This concern is based on a potential disaster if an accident were to happen at the bridge and a toxic chemical spill could ruin the river environmentally and the local area economically for many years. We all remember the BP oil spill in the Gulf, and accidents do happen and most like in the congested bottle neck areas. A freight train did derail just north of the bridge in the sharp curvature section of the track in 2004, it is more than a possibility it is reality.

For the sake of brevity only some of many contentious points are mentioned here, there are many more, including what the real purpose of the project is.

In summary, upon closer examination this report is so biased with false and misleading data that there is only one possible recommendation. The DEIS must be rejected in its entirety and AAF denied to proceed with phase II of the project until such time that an impartial DEIS is produced that clearly and in an unbiased way details the impact to the Treasure coast area.

From:	CWIEDS@aol.com
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
Cc:	Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida rail proposal
Date:	Wednesday, December 03, 2014 12:11:41 PM

December 2, 2014

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

Re: All Aboard Florida Draft Environmental Impact Statement and Section 4(f) Evaluation

Dear Mr. Winkle:

You have received countless letters and e-mails on the ALL ABOARD FLORIDA proposal.

I will not regurgitate the same contents, which certainly is not meant to belittle these comments. They all are correct and important.

The railroad no doubt helped to build Florida and especially the Treasure coast, Miami and the Keys.

However, this same railroad which for years lay practically dormant is now proposing to destroy this same property.

The vast majority of the Florida population knows all too well the passenger train is a re herring and the increased rail expenditures is solely for the purpose of expanding the freight traffic on the US Governments dime all the while killing the communities it helped to build.

Please encourage the FEC and Fortress Fund to take this increased freight traffic to the west on the Amtrak rails.

I am very concerned for the east coast of Florida in both the short and long term.

Thank you for you consideration of this matter.

At the very least it needs a whole lot more sturdy and consideration than the FEC proposal has gotten thus far.

Sincerely,

Christopher M Wiedenmayer
Hobe Sound, FL 33455

From: Barry McLaughlin
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Wednesday, December 03, 2014 5:26:44 PM

My Name: Barry McLaughlin

My Email: bmclaughlin02@verizon.net

My Address:

9278 SE Sharon Street, Hobe Sound, FL, 33455

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

All Aboard Florida will significantly impact boaters who must cross under railway tracks and use drawbridge access to open water, as well as businesses dependent on those boaters, therefore impacting the economy, recreation and quality of life. Reports from a significant number of boaters indicate that they would no longer use these recreational areas and would not make their usual stops here.

4.1.3-C Navigational Report: Indicates a wait time of approximately 17.6 minutes of wait time for boats during train crossings at the St. Lucie River Crossing, while glossing over the actual impact of boating and boating businesses in the area, where at time several boats are stacked up waiting for trains to cross.

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

The New River bridge would be closed 6.5 hours per day: 30 times a day for an average of 13 minutes vs. 10 times a day currently for an average of 19 minutes.

The Loxahatchee River Bridge currently is used by about 20 trains a day and the bridge is down and blocking marine traffic for about 20 minutes each time. The Loxahatchee span would be closed 8.4 hours per day: 42 times a day for an average of 12 minutes vs. 10 times a day for an average of 19 minutes.

The proposed additional AAF passenger train traffic will add at least one additional bridge lowering each hour — two additional lowerings unless the northbound and southbound trains cross at the exact same time, which is unlikely. That’s 40 to 60 minutes each hour with the bridge being down, blocking all boat traffic, including emergency boats operated by the U.S. Coast Guard, the Jupiter Police, the Tequesta Police and the Florida Fish and Wildlife Conservation Commission.

Table 2.2-3 indicates 746 out of 900 Martin County’s river marinas are affected by rail traffic, clearly showing the detriment of increased trains. The EIS indicates that the marine industry for the St. Lucie River was $523.7 million in December 2013. The EIS state St. Lucie River has 1,307 slips; over half are commercial. Delayed boating will definitely impact these businesses and the economy. I refer to the EIS informational table:

The draft continues to misrepresent: “The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of $648.8 million. This total value is comprised of $481.3 million in direct expenditures, $79.4 million in indirect effects, and $88.1 million in indirect effects. This activity supports a total of 6,420 jobs and $186.6

million in personal income (see Table 5.2-9)."

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

Sincerely,
Barry McLaughlin

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: George Clark
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Tuesday, December 02, 2014 12:49:57 PM

My Name: George Clark

My Email: surprisecapt@yahoo.com

My Address:

4300 SE St Lucie Blvd #189
Stuart FL 34997

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
George Clark

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Charlene Bagnall
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 30, 2014 5:28:24 AM

My Name: Charlene Bagnall

My Email: charbag@att.net

My Address:

1131 sw 7th st
Ft lauderdale, fl 33312

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
Charlene Bagnall

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Katherine Kenney
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 28, 2014 7:54:04 PM

My Name: Katherine Kenney

My Email: kkenney42@gmail.com

My Address:

2895 SW Brighton Way
Palm City, Fl 34990

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
Katherine Kenney

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Robert Wilt
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Tuesday, November 25, 2014 6:26:18 PM

My Name: Robert Wilt

My Email: rgkkwilt@comcast.net

My Address:

630 Ocean Dr. apt.512 Juno Beach Fl. 33408

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Robert Wilt

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Chris kruid
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 24, 2014 6:50:40 PM

My Name: Chris kruid

My Email: chriskruid@att.com

My Address:

424569th st. Vero beach 32967

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Chris kruid

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: ANN JOHNSON
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 21, 2014 9:24:20 PM

My Name: ANN JOHNSON

My Email: amj8128@yahoo.com

My Address:

8123 SE PAUROTIS LN HOBE SOUND FL 33455

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Robert G. Mick
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 21, 2014 7:58:26 PM

My Name: Robert G. Mick

My Email: armick57@gmail.com

My Address:

5145 SE Matousek Street, Stuart, FL. 34997

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Mr & Mrs Wm. Fitzpatrick
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 21, 2014 5:07:54 PM

My Name: Mr & Mrs Wm. Fitzpatrick

My Email: carolfitzz@hotmail.com

My Address:

1589 SW Sea Holly Way
Palm City, Fl. 34990

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Governor Rick Scott
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Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Susan r Sullivan
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, November 20, 2014 12:20:30 PM

My Name: Susan r Sullivan

My Email: srsloblol@aol.com

My Address:

7315 golf house Hobe sound. Fl 33455

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Recipients
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Bobrien
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Wednesday, November 19, 2014 11:58:25 AM

My Name: Bobrien

My Email: obrienbar@aol.com

My Address:

7751 se little Harbour dr
Hobe sound
Fl 33455

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Governor Rick Scott
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Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
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David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Jennifer Moos
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Wednesday, November 19, 2014 12:47:37 AM

My Name: Jennifer Moos

My Email: toolgirl43@aol.com

My Address:

537 SW 11 Ave, 33312

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Sincerely,
Jennifer Moos

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Donald Kranendonk
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Tuesday, November 18, 2014 9:10:05 AM

My Name: Donald Kranendonk

My Email: don@kranendonk.us

My Address:

193 Commodore Drive Jupiter Fl.

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
Donald Kranendonk

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Gail Lewis
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Tuesday, November 18, 2014 8:43:44 AM

My Name: Gail Lewis

My Email: hbas0919@bellsouth.net

My Address:

3111 Sunrise Bv. Fort Pierce , Fl.

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Gail Lewis

Recipients
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Scott Saunders
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 17, 2014 6:26:16 PM

My Name: Scott Saunders

My Email: ilovewindydays@comcast.net

My Address:

3593 SE OLD SAINT LUCIE BLVD
STUART FL 34996

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Scott Saunders

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Danielle ohanesian
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 17, 2014 2:47:16 PM

My Name: Danielle ohanesian

My Email: deohanesian@gmail.com

My Address:

825 center street
52b
Jupiter

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Danielle ohanesian

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Valerie Miles
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 17, 2014 2:33:40 PM

My Name: Valerie Miles

My Email: friedough@yahoo.com

My Address:

2086 SE Saint Lucie Blvd
Stuart, FL 34996

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Sincerely,
Valerie Miles

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Jennifer christiansen
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 16, 2014 7:49:04 PM

My Name: Jennifer christiansen

My Email: cpajen@gmail.com

My Address:

11420 us hwy one #147
North Palm Bch, Fl 33408

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Recipients
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Walter Bossinger
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 16, 2014 5:47:08 PM

My Name: Walter Bossinger

My Email: ski1boss@aol.com

My Address:

4845 S E Manatee Terrace
Stuart, Fl 34997

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Marsha Perryman
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 16, 2014 3:03:45 PM

My Name: Marsha Perryman

My Email: perry52@aol.com

My Address:

13570 Mystic Dr. Apt. 303
Sebastian, FL 32958

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Marsha Perryman

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Audrey H Charlson
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 16, 2014 9:07:10 AM

My Name: Audrey H Charlson

My Email: ahcnc@aol.com

My Address:

105 Gomez Road
Hobe Sound , FL 33456

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Governor Rick Scott
Senator Marco Rubio
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Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
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Congressman Paul Ryan

From: Erin Rogg
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 16, 2014 8:18:19 AM

My Name: Erin Rogg

My Email: erinrogg@hotmail.com

My Address:

400 Ocean Trail Way, Apt. 1403
Jupiter, FL 33477

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Erin Rogg

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: James Graefe
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Saturday, November 15, 2014 11:37:14 PM

My Name: James Graefe

My Email: jimgraefe@icloud.com

My Address:

1572 SE Sunshine Ave PSL

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James Graefe

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Kristi Hof
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Saturday, November 15, 2014 2:32:01 PM

My Name: Kristi Hof

My Email: mahofney@aol.com

My Address:

831 SE Stafford Dr
Stuart Fl 34996

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Sincerely,
Kristi Hof

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Susie
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Saturday, November 15, 2014 1:48:46 PM

My Name: Susie

My Email: susie4161@aol.com

My Address:

5456 SE 52nd ave
Stuart, FL 34997

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Sincerely,
Susie

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Michelle Hinson
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Saturday, November 15, 2014 10:47:36 AM

My Name: Michelle Hinson

My Email: hinsonmichelle@gmail.com

My Address:

896 SE Waterside Way, Stuart, FL 34997

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Michelle Hinson

Recipients
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Patricia Barra
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 14, 2014 5:11:09 PM

My Name: Patricia Barra

My Email: gcbarra@att.net

My Address:

5327 SE Lost Lake Way Hobe Sound Fl 33455

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Governor Rick Scott
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Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Kenneth Suarez
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Friday, November 14, 2014 5:06:29 PM

My Name: Kenneth Suarez

My Email: desikane@gmail.com

My Address:

291 SE Wallace Terrace
Port St Lucie , FL 34983

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Andrew Philips - US Army
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Evelyn Smart - Coast Guard

From:	Sharon Rosen
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Friday, November 14, 2014 5:02:31 PM

My Name: Sharon Rosen

My Email: sharonrosen@yahoo.com

My Address:

185 Barbados Drive
33458

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Sincerely,
Sharon Rosen

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: george c adams
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, November 14, 2014 9:54:12 AM

My Name: george c adams

My Email: george@generalfinishes.com

My Address:

8226 se golfhouse dr.
hobe sound fl 33455

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
george c adams

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: scott sheridan
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Wednesday, November 12, 2014 7:20:22 PM

My Name: scott sheridan

My Email: mysastron@gmail.com

My Address:

594 banyan dr
wpb fl 33415

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Sincerely,
scott sheridan

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Leo Hussey
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Wednesday, November 12, 2014 8:23:21 AM

My Name: Leo Hussey

My Email: leojhussey@gmail.com

My Address:

21 Simara St, Stuart, FL

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

All Aboard Florida will significantly impact boaters who must cross under railway tracks and use drawbridge access to open water, as well as businesses dependent on those boaters, therefore impacting the economy, recreation and quality of life. Reports from a significant number of boaters indicate that they would no longer use these recreational areas and would not make their usual stops here.

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Sincerely,
Leo Hussey

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Barbara Turner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Tuesday, November 11, 2014 12:32:03 PM

My Name: Barbara Turner

My Email: bpt@ntmediagroup.com

My Address:

7992 SE Golfhouse Drive
Hobe Sound, FL 33455

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Epp Waldin
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Tuesday, November 11, 2014 11:23:00 AM

My Name: Epp Waldin

My Email: waldin@waldin.org

My Address:

495 S. Beach Rd., Hobe Sound, FL 33455

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Sincerely,
Epp Waldin

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Roberto Duran
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 10, 2014 4:21:01 PM

My Name: Roberto Duran

My Email: rob2in2bate@netscape.net

My Address:

601 University Blvd
Jupiter FL 33458

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Sincerely,
Roberto Duran

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Joan Collins
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 10, 2014 11:50:52 AM

My Name: Joan Collins

My Email: teddybearjc@comcast.net

My Address:

1748 Monarch Club Dr.
Palm City, FL

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Joan Collins

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: chris ADAMS
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 09, 2014 4:45:58 PM

My Name: chris ADAMS

My Email: chris@czadams.com

My Address:

8226 SE GOLFHOUSE DRIVE
HOBE SOUND FL 3345

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chris ADAMS

Recipients
Designated Comments Email as Provided In EIS Draft
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Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: mary anne daniels
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 09, 2014 10:55:38 AM

My Name: mary anne daniels

My Email: daniels425@sbcglobal.net

My Address:

5675 travelers way, fort pierce, fl 34982

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

All Aboard Florida will significantly impact boaters who must cross under railway tracks and use drawbridge access to open water, as well as businesses dependent on those boaters, therefore impacting the economy, recreation and quality of life. Reports from a significant number of boaters indicate that they would no longer use these recreational areas and would not make their usual stops here.

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Sincerely,
mary anne daniels

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Joe Hackett
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 09, 2014 9:31:19 AM

My Name: Joe Hackett

My Email: fishingdiver@gmail.com

My Address:

111 Ashley Ct
Jupiter, FL 33458

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Joe Hackett

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Karen Hudon
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, November 06, 2014 2:35:24 PM

My Name: Karen Hudon

My Email: khudon@verizon.net

My Address:

4900 SE Hanson Circle
Stuart, FL 34997

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From: Margaret Braunstein
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, November 06, 2014 7:51:27 AM

My Name: Margaret Braunstein

My Email: thebraunsteins@hotmail.com

My Address:

5283 SW Landing Creek Drive
Palm City, FL 34990

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Martine Fortan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date:	Monday, November 03, 2014 1:42:38 PM

My Name: Martine Fortan

My Email: martine@nauti-Tech.com

My Address:

Nauti-Tech Inc
3219 S Andrews Avenue
Fort Lauderdale, Fl 33316

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Sincerely,
Martine Fortan

From: Virginia Searle
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 03, 2014 8:43:45 AM

My Name: Virginia Searle

My Email: ginia_searle@hotmail.com

My Address:

882 SW Falcon Street, Palm City, FL 34990

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Sincerely,
Virginia Searle

From: Joan Palmariello-Leavitt
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Monday, November 03, 2014 7:44:24 AM

My Name: Joan Palmariello-Leavitt

My Email: go2auctions@hotmail.com

My Address:

1183 Baltic Lane, Winter Springs, FL 32708

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Joan Palmariello-Leavitt

From: John Bunton
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 02, 2014 5:27:57 AM

My Name: John Bunton

My Email: jbunton@gtlconstruction.com

My Address:

2530 Marathon Ln.
Ft. Lauderdale Fl. 33312

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Sincerely,
John Bunton

From: John Bunton
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 02, 2014 5:27:48 AM

My Name: John Bunton

My Email: jbunton@gtlconstruction.com

My Address:

2530 Marathon Ln.
Ft. Lauderdale Fl. 33312

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Sincerely,
John Bunton

From: John Bunton
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 02, 2014 5:27:47 AM

My Name: John Bunton

My Email: jbunton@gtlconstruction.com

My Address:

2530 Marathon Ln.
Ft. Lauderdale Fl. 33312

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

All Aboard Florida will significantly impact boaters who must cross under railway tracks and use drawbridge access to open water, as well as businesses dependent on those boaters, therefore impacting the economy, recreation and quality of life. Reports from a significant number of boaters indicate that they would no longer use these recreational areas and would not make their usual stops here.

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John Bunton

From: John Bunton
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Sunday, November 02, 2014 5:27:46 AM

My Name: John Bunton

My Email: jbunton@gtlconstruction.com

My Address:

2530 Marathon Ln.
Ft. Lauderdale Fl. 33312

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Sincerely,
John Bunton

From: Jill Wattles
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Saturday, November 01, 2014 3:55:37 PM

My Name: Jill Wattles

My Email: Tursi65@aol.com

My Address:

20 N Ridgeview Road
Stuart, FL 34996

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
Jill Wattles

From: GaryReynolds
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Saturday, November 01, 2014 10:57:04 AM

My Name: GaryReynolds

My Email: ngjnh@aol.com

My Address:

825 Center St. 7D
Jupiter, FL 33458

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Sincerely,
GaryReynolds

From: Marilyn Suarez
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Friday, October 31, 2014 1:41:47 PM

My Name: Marilyn Suarez

My Email: desikane@gmail.com

My Address:

291 SE Wallace Terrace
Port St Lucie, FL 34983

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Sincerely,
Marilyn Suarez

From: Adele Evans
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, October 30, 2014 4:10:17 PM

My Name: Adele Evans

My Email: haldel@att.net

My Address:

144 NE Edgewater Drive, #3104
Stuart, FL 34996

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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Sincerely,
Adele Evans

From: Adele Evans
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, October 30, 2014 3:54:15 PM

My Name: Adele Evans

My Email: haldel@att.net

My Address:

144 NE Edgewater Dr., #3104
Stuart, 34996

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Sincerely,
Adele Evans

From: David Joy
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, October 30, 2014 8:48:08 AM

My Name: David Joy

My Email: davidallenjoy@gmail.com

My Address:

4316 NE Sunset Dr. Jensen Beach, Fl 34957

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Sincerely,
David Joy

From: James Johnstone
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida Will Devasate SE Florida Marine Industry
Date: Thursday, December 04, 2014 6:19:11 AM

My Name: James Johnstone

My Email: boatsoutboardstrailers@gmail.com

My Address:

5595 see orange st. Stuart fl

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

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

Sincerely,
James Johnstone

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Mary Barlow
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, December 03, 2014 12:15:42 PM

My Name: Mary Barlow

My Email: maisiebarlow99@comcast.net

My Address:

6738 SE Mourning Dove Way
Hobe Sound,
FL 33455

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. As illustrated by Barbara Cook, The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

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to its waterway death.

Sincerely,
Mary Barlow

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Mary Barlow
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, December 03, 2014 12:11:20 PM

My Name: Mary Barlow

My Email: maisiebarlow99@comcast.net

My Address:

6738 SE Mourning Dove Way
Hobe, Sound, FL 33455

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Mary Barlow

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	tami eustice
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, December 02, 2014 10:52:53 PM

My Name: tami eustice

My Email: tamieme@aol.com

My Address:

371 se 1ave s
Pompano beach florida 33060

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
tami eustice

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Joan Clark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, December 02, 2014 9:19:46 PM

My Name: Joan Clark

My Email: jacknjoanclark@aol.com

My Address:

10701 S. Ocean Dr., #818, Jensen Beach, Fl., 34957

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Joan Clark

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Karl Richardson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, December 02, 2014 5:36:30 PM

My Name: Karl Richardson

My Email: kritr4@bellsouth.net

My Address:

7997 SE Villa
Hobe Sound, FL 33455

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Karl Richardson

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Joe Binney
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, December 02, 2014 10:41:56 AM

My Name: Joe Binney

My Email: joebinney@gmail.com

My Address:

1020 Crescent Beach Rd
Vero Beach, FL

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Paul and judy tolx
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 29, 2014 12:42:47 PM

My Name: Paul and judy tolx

My Email: ptolx@comcast.net

My Address:

2600 S Kanner Hwy., E-7, Stuart, Fl. 33994

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Alison G. Small
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Friday, November 28, 2014 7:51:49 AM

My Name: Alison G. Small

My Email: agsmall@aol.com

My Address:

7080 SE Wood Stork Way, Hobe Sound, FL 33455

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Alison G. Small

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Lucy Escue
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 23, 2014 8:19:27 AM

My Name: Lucy Escue

My Email: l.escue@gmail.com

My Address:

2 Banyan Rd

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Lucy Escue

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	William Conner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 22, 2014 3:26:02 PM

My Name: William Conner

My Email: WBCERIE@aol.com

My Address:

334557603 SE Sanderling PL. Hobe Sound Fl.

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Sincerely,

William Conner

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	vicki dietrich
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 22, 2014 10:17:41 AM

My Name: vicki dietrich

My Email: vickidietrich43@aol.com

My Address:

1634 se shelburnie way
port st. lucie, fl
34952

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

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Sincerely,
vicki dietrich

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Mr.& Mrs. Fitzpatrick
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Friday, November 21, 2014 4:46:04 PM

My Name: Mr.& Mrs. Fitzpatrick

My Email: carolfitzz@hotmail.com

My Address:

1589 SW Sea Holly Way
Palm City, FL. 34990

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

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Susan r Sullivan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 20, 2014 12:10:04 PM

My Name: Susan r Sullivan

My Email: srslonlol@aol.com

My Address:

7315 golf house dr ,Hobe sound, fl 33455

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

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Sincerely,

Susan r Sullivan

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Johne960
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 20, 2014 9:40:11 AM

My Name: Johne960

My Email: johne690@gmail.com

My Address:

Hey very nice website!! Man .. Beautiful .. Amazing .. I'll bookmark your website and take the feeds alsoI'm happy to find numerous useful information here in the post, we need work out more techniques in this regard, thanks for sharing. . . . . gbefgefkefaa

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

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Sincerely,
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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Johna112
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 20, 2014 9:39:59 AM

My Name: Johna112

My Email: johna239@gmail.com

My Address:

griseofulvin psoriasis gddfekdgcegk

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Rich brier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 19, 2014 9:58:15 PM

My Name: Rich brier

My Email: tuscany1943@yahoo.com

My Address:

298 Caravelle dr jupiter

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

It is not just a little problem of impatient "yachties" waiting. As illustrated by Barbara Cook, The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

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Sincerely,

Rich brier

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Alison Troy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 19, 2014 6:50:17 PM

My Name: Alison Troy

My Email: alisontroy1@gmail.com

My Address:

6556 SE Mourning Dove Way
Hobe Sound, FL 33455

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

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Sincerely,
Alison Troy

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Susan S. Elliott
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 19, 2014 6:28:22 PM

My Name: Susan S. Elliott

My Email: sselliott@SSEinc.com

My Address:

6820 SE Wood Lark Lane
Hobe Sound, FL 33455

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Governor Rick Scott
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Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Barry obrien
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 19, 2014 11:54:22 AM

My Name: Barry obrien

My Email: obrienbar@aol.com

My Address:

7751 se little Harbour d
Hobe sound
Fl33455

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Susan mercier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 18, 2014 1:35:57 PM

My Name: Susan mercier

My Email: mercierrealtor@yahoo.com

My Address:

1449 Monroe St
Hollywood Florida 33020

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

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From:	Susan mercier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 18, 2014 1:35:48 PM

My Name: Susan mercier

My Email: mercierrealtor@yahoo.com

My Address:

1449 Monroe St
Hollywood Florida 33020

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Sincerely,
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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Katherine DW Findlay
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 18, 2014 12:13:34 PM

My Name: Katherine DW Findlay

My Email: Granddetour@aol.com

My Address:

1662 N. U.S. Highway 1, Suite B
Jupiter, FL 33469

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Governor Rick Scott
Senator Marco Rubio
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Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Harriet Hameetman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 18, 2014 9:04:05 AM

My Name: Harriet Hameetman

My Email: hah07@comcast.net

My Address:

4489 s.w. long bay drive palm city florida 34990

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From:	George Hameetman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 18, 2014 8:59:12 AM

My Name: George Hameetman

My Email: ghham@comcast.net

My Address:

4489 s.w. long bay drive palm city florida 34990

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

It is not just a little problem of impatient "yachties" waiting. As illustrated by Barbara Cook, The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

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Sincerely,

George Hameetman

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Thomas Coash
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 17, 2014 1:22:23 PM

My Name: Thomas Coash

My Email: ogo1234@gmail.com

My Address:

7393 Golfhouse Drive
Hobe Sound,Fl 33455

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

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Sincerely,
Thomas Coash

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Sally-Ann Coash
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 17, 2014 1:21:24 PM

My Name: Sally-Ann Coash

My Email: loblolli@aol.com

My Address:

7393 Golfhouse Drive
Hobe Sound,Fl 33455

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Sincerely,
Sally-Ann Coash

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Ronnie Anderson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 17, 2014 11:08:16 AM

My Name: Ronnie Anderson

My Email: ss96tears@gmail.com

My Address:

68 Royal Oak Court APT102 Vero Beach Fl 32962

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Sincerely,

Ronnie Anderson

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Judy Tagler
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 17, 2014 8:27:06 AM

My Name: Judy Tagler

My Email: tagflag5@comcast.net

My Address:

539 N.E. Lima Vias, Jensen Beach, Fl 34957

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Susan Bauduc
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 16, 2014 10:01:07 PM

My Name: Susan Bauduc

My Email: Bauducs@mac.com

My Address:

2006 SW Brighton Way
Palm City, FL. 34990

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Julia Sansevere
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 16, 2014 9:42:15 AM

My Name: Julia Sansevere

My Email: julia@juliasansevere.com

My Address:

4194 SE Centerboard Lane, Stuart, FL 34997

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Governor Rick Scott
Senator Marco Rubio
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Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
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Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Michael Van Etten
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 16, 2014 8:54:05 AM

My Name: Michael Van Etten

My Email: mickeyvanetten@comcast.net

My Address:

9527 s.w. Eagles Landing
Stuart, Fl
34997

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Governor Rick Scott
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Ananth Prasad Florida Department of Transportation
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Congressman Paul Ryan

From:	James Olson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 9:28:52 PM

My Name: James Olson

My Email: olsonjm3@aol.com

My Address:

1424 Surfbird Court
Punta Gorda, FL 33950

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

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Sincerely,
James Olson

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Thomas Connelly
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 9:02:23 PM

My Name: Thomas Connelly

My Email: tconnellyfl@yahoo.com

My Address:

6667 se seven oaks lane Stuart fl 34997

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

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Thomas Connelly

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Jim Reid
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 4:38:52 PM

My Name: Jim Reid

My Email: jreid426@gmail.com

My Address:

1959 SW Palm City Rd
Stuart, Fl 34994

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Sincerely,
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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Dennis Nigrelli
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 1:32:17 PM

My Name: Dennis Nigrelli

My Email: denniscn1@msn.com

My Address:

365 anchor way Ft Pierce Fl 34946

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

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Sincerely,

Dennis Nigrelli

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Dennis Nigrelli
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 1:31:49 PM

My Name: Dennis Nigrelli

My Email: denniscn1@msn.com

My Address:

365 anchor way Ft Pierce Fl 34946

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Sincerely,

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	John P Hayes
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 1:14:13 PM

My Name: John P Hayes

My Email: hayesie02@bellsouth.net

My Address:

1651 SW Buffum Lane
Port St Lucie, FL 34984

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Sincerely,
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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	THOMAS MANNING
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 12:50:24 PM

My Name: THOMAS MANNING

My Email: tmanning269@gmail.com

My Address:

250 SE FOUR WINDS DR UNIT 204

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
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Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	jim waeber
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Saturday, November 15, 2014 11:54:00 AM

My Name: jim waeber

My Email: jimwaeber@yahoo.com

My Address:

2010 nw estuary ct, stuart, Fl 34994

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jim waeber

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From:	george c adams
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Friday, November 14, 2014 9:49:08 AM

My Name: george c adams

My Email: george@generalfinishes.com

My Address:

8226 se golfhouse dr
hobe sound, fl 33455

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

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Sincerely,
george c adams

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	ryan helmig
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 13, 2014 2:33:07 PM

My Name: ryan helmig

My Email: helmig11@gmail.com

My Address:

8705 se Bahama cir
Hobe Sound fl 33455

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

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Sincerely,
ryan helmig

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	patty wood
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 13, 2014 10:27:19 AM

My Name: patty wood

My Email: patty@pattywood.us

My Address:

766 NE River Terrace Jensen Beach FL 34957

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Sincerely,

patty wood

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Timothy Mahoney
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 12, 2014 10:00:21 PM

My Name: Timothy Mahoney

My Email: vango037@bellsouth.net

My Address:

831 SE Stafford Drive Stuart,FL 34996

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Sincerely,

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	scott sheridan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 12, 2014 7:17:45 PM

My Name: scott sheridan

My Email: mysastron@gmail.com

My Address:

594 banyan dr
wpb fl 33415

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Sincerely,
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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Katherine Carew
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 12, 2014 9:57:39 AM

My Name: Katherine Carew

My Email: deerecar@gmail.com

My Address:

7943 SE Hempstead Circle, Hobe Sound, FL 33455

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Sincerely,

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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	C Correll Durling
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 11, 2014 9:25:00 PM

My Name: C Correll Durling

My Email: ccdurling84@gmail.com

My Address:

8148 SE Golf House Dr
Hobe Sound, FL 33455

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Kristi Hof
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 11, 2014 4:37:10 PM

My Name: Kristi Hof

My Email: Mahofney@aol.com

My Address:

831 SE Stafford Dr
Stuart FL 34996

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
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Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Mark & Sue Kuyawa
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Tuesday, November 11, 2014 3:18:31 PM

My Name: Mark & Sue Kuyawa

My Email: skuyawa@comcast.net

My Address:

18 Harbour Isle Drive West #103
Hutchinson Island, FL 34949

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

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It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

Sincerely,
Mark & Sue Kuyawa

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Deborah Lombardo
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 09, 2014 1:34:37 PM

My Name: Deborah Lombardo

My Email: deborah.lombardo@att.net

My Address:

7689 SE Eagle Ave, Hobe Sound Fl 33455

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Sincerely,

Deborah Lombardo

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Julia Clark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Friday, November 07, 2014 9:40:18 AM

My Name: Julia Clark

My Email: julsinill@aol.com

My Address:

2069 NW Estuary Ct
Stuart, FL 34994

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Julia Clark

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Karen Hudon
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 06, 2014 2:28:30 PM

My Name: Karen Hudon

My Email: khudon@verizon.net

My Address:

4900 SE Hanson Circle
Stuart, FL 34997

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Sincerely,
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Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	George MacLean
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 06, 2014 10:39:41 AM

My Name: George MacLean

My Email: gfmaclean@comcast.net

My Address:

4458 SE Waterford Drive
Stuart, Florida 34997

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Governor Rick Scott
Senator Marco Rubio
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Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	George MacLean
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 06, 2014 10:39:40 AM

My Name: George MacLean

My Email: gfmaclean@comcast.net

My Address:

4458 SE Waterford Drive
Stuart, Florida 34997

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
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Evelyn Smart - Coast Guard

From:	PAT WEBB
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, November 06, 2014 8:22:26 AM

My Name: PAT WEBB

My Email: p1webb@hotmail.com

My Address:

Pobox 220356
Hollywood Florida
33022

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
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Evelyn Smart - Coast Guard

From:	len sucsy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 05, 2014 5:11:50 PM

My Name: len sucsy

My Email: len@sucsy.com

My Address:

6598 SE Roanoke Court
Hobe Sound, FL 33455

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Sincerely,
len sucsy

From:	David C Thatcher
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Wednesday, November 05, 2014 9:21:22 AM

My Name: David C Thatcher

My Email: thatch4@gmail.com

My Address:

2507 SE West Blackwell
PSL 34952

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Sincerely,
David C Thatcher

From:	robert golino
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 03, 2014 11:43:44 AM

My Name: robert golino

My Email: ragolino@hotmail.com

My Address:

1094 nw federal hwy stuart fl 34994

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Sincerely,

robert golino

From:	Amy Boyd
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 03, 2014 11:06:51 AM

My Name: Amy Boyd

My Email: boydsprostatus@gmail.com

My Address:

3790 Spinnaker Court
Fort Pierce, FL 34946

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Sincerely,
Amy Boyd

From:	Virginia Searle
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 03, 2014 8:17:07 AM

My Name: Virginia Searle

My Email: gina_searle@hotmail.com

My Address:

882 SW Falcon Street, Palm City, FL 34990

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Sincerely,

Virginia Searle

From:	Dawn Champlin
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Monday, November 03, 2014 6:22:49 AM

My Name: Dawn Champlin

My Email: dawnechamplin@gmail.com

My Address:

620 N. L st

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Dawn Champlin

From:	Carole Tronolone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Sunday, November 02, 2014 2:32:44 PM

My Name: Carole Tronolone

My Email: seatron100@aol.com

My Address:

Sebastian, florida 32958

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Sincerely,

Carole Tronolone

From:	Joliedancer@aol.com
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; david.keys@noaa.gov
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANA
Date:	Saturday, November 01, 2014 10:23:45 AM

TO ALL WHO ARE CONCERNED WITH RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY:
ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL.

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All Aboard Florida threatens to choke to its waterway death.

Sincerely,

Frank Dinsmore
Hobe Sound, FL

From:	Marjorie conlon
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL
Date:	Thursday, December 04, 2014 4:00:09 PM

My Name: Marjorie conlon

My Email: marjorieconlon@yahoo.com

My Address:

1748 Jupiter cove Jupiter, fl., 33469

REGARDING COAST GUARD DOCUMENT USCG-2014-0937. ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

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Sincerely,
Marjorie conlon

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	J Makely
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] All Aboard Florida
Date:	Thursday, December 04, 2014 8:18:14 AM

As a resident of Stuart I am astonished that you could consider funding or assisting in funding this travisty. If allowed to proceed, this enormous increase in train traffic will ruin our community. FOLLOW THE MONEY...this is being done for personal gain, not for the good of the community

--

Jim Makely

From:	JUDY HANNA
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] ALL ABOARD FLORIDA
Date:	Friday, November 28, 2014 3:15:25 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

My husband is 84 years old and has needed the services of a nearby Urgent Care Clinic on several occasions one of which was life threatening. We are not able to reach this clinic without delay when a train blocks the only direct crossing. It will take us at least an additional thirty minutes or more to reach an alternate service. To increase this frequency of delayed access to life saving services is unacceptable.

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From: Judy A. Hanna

Address: 4620 NE Sandpebble Trace, Apt. 301

Stuart, FL 34996

From:	Arthur Ondich
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
Cc:	Phillips, Andrew W SAJ; 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; BillNelson@senate.gov; CongressmanPatrick.Murphy@mail.house.gov
Subject:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, December 02, 2014 10:52:10 PM

Dear Mr. Winkle and Mr. Foxx:

I would like to express my opposition to All Aboard Florida, as currently proposed. I am doing this above the letter that you have received from The Guardians of Martin County, which outlines in great detail the reasons that many residents of Martin County and other South Florida areas are opposing this project. My opposition is based on pure observation and what I feel are common sense analysis of the business model suggested by All Aboard Florida. The impact to both road and waterway navigation traffic in my opinion is grossly understated by All Aboard Florida, and this far outweighs any benefit this project will provide to travelers, the state of Florida, and travel in general to the United States. The ridership numbers projected by All Aboard Florida are just not believable based on the markets they will serve, and the reality of the cost involved, and the travel time the service will provide the ridership.

Even if projected out 20 or more years, the disruption cost of this project as proposed must greatly outweigh the realistic benefits that it can provide to travelers between South Florida and the Orlando area, and any economic boost to the areas that it would impact. I ask that you carefully study the numbers and reasoning that All Aboard Florida has used to justify their project proposal.

I am not opposed to change that is positive for the state of Florida and the United States, but I do not see All Aboard Florida bringing a net positive change.

Thank you for considering my opinion on All Aboard Florida. I am a resident of Martin County Florida.

Arthur W. Ondich

12383 S.E. Plandome Dr.

Hobe Sound, FL 33455

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 <http://www.theguardiansofmartincounty.org/>

Prepared by Virginia P. Sherlock, Esq.

Counsel to The Guardians of Martin County, Inc.

From: Patrick & Lois
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] ALL ABOARD FLORIDA
Date: Sunday, November 16, 2014 3:36:44 AM

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

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

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

It has been proven time and time again that Americans do not want to travel by train. Personally, we think that All Aboard Florida is a scam that is headed for failure a (at the Federal Government's expense) to accommodate the additional number of freight trains that will be traveling through small towns once the newer Panama Canal is completed.

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

Thank you for listening,

Patrick F. Farley & Lois J. Farley

From:	lodlum@att.net
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, December 02, 2014 10:29:01 PM

Everyone:

I am against the project "All Aboard Florida". 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.

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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.

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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."

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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.

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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)

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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.

Regards,
Laureen Odlum
Citizen

From:	Patrick & Lois
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] ALL ABOARD FLORIDA
Date:	Sunday, November 02, 2014 4:56:43 PM

Dear Mr. Phillips:

The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River
because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting,
via the Okeechobee Waterway, from the Atlantic Ocean to the Gulf of Mexico. In addition is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what has been measured: from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. It takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request “after vehicle traffic clears”.

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the number of freight trains (that will increase
when the newer Panama Canal is finished.) Even assuming all the freight trains travel at night (which they do not), at 30 minutes
per event that is 16 hours when boat traffic cannot have passage! That is more daylight hours than there are in December. That
effectively closes down Florida’s Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, as well as Texas and other states north and west, and as the many casual recreational local boaters who live on the west side of the trestle. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

Thank you for listening,

Patrick & Lois Farley
5700 NE Island Cove Way, #4405
Stuart, Florida 34996

From:	lodlum@att.net
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, December 02, 2014 10:20:36 PM

Mr Winkle:
I am against the Project of All Aboard Florida; see detailed discussion below:
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.

Regards,
Laureen Odlum
Citizen

From:	Howard Snoweiss
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com; CongressmanPatrick.Murphy@mail.house.gov
Subject:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, December 02, 2014 6:21:46 PM

Gentlemen,

This project is being build and operated in the wrong place. Tracks should be either built west along the Florida
Turnpike or using existing tracks further west. AFF is looking for the least expensive way to implement their project
which will cause great damage to the communities in their path. Both automobile and boat traffic will be totally disrupted
from Miami through the Treasure Coast. Do the residents from Miami to West Palm Beach not realize what it will do
and the delays congestion it will cause to their traffic patterns? We believe this project is all about freight, as no passenger
rail service in the United States is profitable. Just another reason for the Railroad Comission to move it west!

Sincerely,
Howard Snoweiss

Howard Snoweiss

2920 S.E. Dune Drive #130
Stuart Fl. 34996
772 334-7013
hsnoweiss@mac.com

From:	Bruce
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida
Date:	Saturday, November 29, 2014 1:45:05 PM

Subject: Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Thank you for your attention to these issues.
Sandy Seaton
Miami, Florida 33173

From:	Mary starzinski
To:	To: Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; cc. President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Cc:	Starzinski Mary
Subject:	[EXTERNAL] All Aboard Florida
Date:	Friday, November 28, 2014 4:34:10 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- traffic safety including RR crossings at signalized and round-a-bout intersections.
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- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

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The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Mary Starzinski
3400 SE Fairway Oaks Trail
Stuart, FL 34997

From:	Patrick & Lois
To:	Negron.Joe.web@flsenate.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; GHarrell@GayleHarrell.com; AAF_comments@vhb.com; Phillips, Andrew W SAJ; David R Thompson Major; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; Benito.Cunill@dot.gov; Gavin.James@epa.gov; Mueller.heinz@epa.gov; John_wrublik@fws.gov; Charles_Kelso@fws.gov; James.Christian@dot.gov
Subject:	[EXTERNAL] All Aboard Florida
Date:	Sunday, November 16, 2014 1:43:08 AM

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

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

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

It has been proven time and time again that Americans do not want to travel by train. Personally, we think that All Aboard Florida is a scam that is headed for failure a (at the Federal Government's expense) to accommodate the additional number of freight trains that will be traveling through small towns once the newer Panama Canal is completed.

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

Thank you for listening,

Patrick F. Farley & Lois J. Farley

From: Joe Hooker
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida
Date: Saturday, November 01, 2014 9:48:28 PM

Joe B Hooker

2114 NW Plumbago Trl

Stuart, FL 34994

October 31, 2014

Dear Mr. Phillips

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

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

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

1. I am an avid recreational boater and feel that the additional closings of the St. Lucie River Railroad Bridge would severely limit the amount of time that I can access the surrounding waters east of the railroad bridge. As I understand it, crossings would increase from 10 per day to 42 per day, over four times as many crossings.

Additionally the amount of time that the bridges will be closed does not seem consistent with the above crossing numbers. The report states that currently the bridge is closed four hours per day and will increase to 9.8 hours with the increased number of closures. That is only an increase of 145%, not even close to the 320% increase in closures. A more reasonable figure would be 16.8 hours; (the original four hours for current closing, plus 12.8 hours for the additional closings). Even at the 9.8 hours, this is a considerable amount of time that the bridge is closed to navigation by boating traffic. These closings obviously will further restrict boat traffic from other areas of the river and surrounding areas. Even at the projected rate of 9.8 hours this is a serious reduction in the time that one can access the St. Lucie River System and the Okeechobee Waterway.

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

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

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

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

Cordially,

Joe B Hooker

From:	Allen Forbes
To:	Evelyn.Smart@uscg.mil
Cc:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida
Date:	Saturday, November 01, 2014 2:13:28 PM

Please do whatever you are able to do to stop this high speed train fiasco called Al About Florida. This will absolutely destroy our little sea-side community of Stuart, as well as Palm City. Stuart is known as the “Sailfish Capitol” of Florida. We are a major recreational boating center, with most of our large docking areas situated on the west side of the railroad tracks. 32 more high speed trains per day, added to the 22 freights we now get per day, would effectively make it impossible to move boats from our docking and mooring marinas to open water during daylight hours. The single railroad bridge here is across the Saint Lucie River. Just the 32 new high speed trains will require that bridge to be “down” 16 hours each day, since the open-to-close cycle is 30 minutes!! All Aboard Florida will effectively destroy our sport fishing industry, as well as, for all intents and purposes, shut down the Okeechobee Waterway, which goes under the same bridge. This waterway, as you well know, provides the only marine passageway from the Gulf of Mexico to the Atlantic Ocean. Please stop this travesty.
Allen Forbes, Palm City, FL

From:	Grace
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida
Date:	Saturday, November 01, 2014 8:37:32 AM

The proposed train will severely impact water travel in the Stuart. Florida area. This is not just a lazy little river for boaters and yachters! It is a major waterway highway!
Shutting our bridges down several times a day will have a crippling effect in our area.
We will see the demise of a very beautiful city (Stuart) because of the damage done to tourism, the ecological system and the dangers imposed on us by the placement of this train. We urge you to consider an alternate route.
Sincerely,
Jim and Grace Hodges
795 S W Tamarrow Place
Stuart, Florida 34997

Sent from my iPhone

From:	Mary Starzinski
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Mary Starzinski
Subject:	[EXTERNAL] All Aboard Florida
Date:	Wednesday, October 29, 2014 6:28:33 PM

Please!

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Thanks
Dr. Mary Starzinski

Stuart Resident

From: Lerch, Harry W.
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida
Date: Tuesday, October 28, 2014 10:27:22 PM

Dear Mr.Phillips Keys: I understand from impartial experts that significant time is required to secure the St. Lucy RR bridge adjacent to the Roosevelt Bridge before and after every time a train crosses the bridge. Currently times approach 10 minutes, both before and after train crossings. While a train may cross in a minute or two, the bridge will be down, closing all navigation, for a much longer time. Such extended closures of the river to navigation are unreasonable.

There seems to be no reason that the tracks running northwest from West Palm Beach along the Bee Line highway to Okeechobee cannot be upgraded to accommodate AAF trains, while preserving reasonable navigation rights for marine commerce along the coast.

I urge you to disapprove the eastern route for AAF, and to initiate a study of the Bee Line Route.

Respectfully,

Harry Lerch,

Attention: This message is sent from a law firm and may contain information that is privileged or confidential. If you received this communication in error, please notify the sender by reply e-mail and delete this message and any attachments. Thank you. www.lerchearly.com

From:	Rodney Day
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Cc:	Brent Hanlon; Barry Mawn
Subject:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, October 28, 2014 5:03:19 PM

Dear Mr. Phillips, Mr. Keys and Ms. Smart,

I reside at 5958 SE Mourning Dove Way in Hobe Sound, FL. The railway which AAF plans to use for new passenger trains and increased freight trains is about 200 yards from my home. I cross the track bed on Osprey Street to get to all of the community services and stores I use. So I am very concerned by the questionable findings of the EIS, and by the lack of forthrightness on the part of AAF executives in debating the merits of their proposal in a public forum.

Other than the fact that the proposal doesn't make any sense, especially in light of an established CSX right-of-way west of all the affected coastal communities, I am most concerned by: the interruption of emergency services, the increased noise, the negative economic impact on businesses and real estate values, and the paralyzing effect on marine and vehicular traffic of the Jupiter Inlet railroad bridge being open for an estimated 8 hours a day when the trains are in full operation.

I hope each of you will play serious hardball with AAF and force them to reveal the data on which they have based their financial projections, and to give the citizens of the affected towns and neighborhoods a much clearer picture of who will pay for all of the safety upgrades.

Thank you.

Rodney Day

From: susangn@comcast.net
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida
Date: Tuesday, October 28, 2014 11:59:37 AM

Dear Mr. Phillips:

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -
our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
consider the blocked crossings of downtown Stuart when the RR bridge breaks down
our traffic - traffic snarls, traffic signals problematic
water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
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our air quality - cars idling waiting for 32 high speed + 20 freight
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our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.
Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Sincerely,

Susan Garnett

Stuart, FL

From: rcnell@comcast.net
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard Florida
Date: Tuesday, October 28, 2014 11:48:54 AM

Dear Mr. Phillips:

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -
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consider the blocked crossings of downtown Stuart when the RR bridge breaks down
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our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.
Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Sincerely,

Richard C. Nell

Stuart, FL

From:	Jan DeMiranda
To:	Phillips, Andrew W SAJ; david keys; evelyn smart
Subject:	[EXTERNAL] All Aboard Florida
Date:	Tuesday, October 28, 2014 9:29:39 AM

Your agencies should object to All Aboard because of the navigation, water quality and economy negative impacts. The DEIS has serious flaws and major deficiencies.
Martin County and the Treasure Coast and their residents are virtually unanimous in their opposition to All Aboard. All Aboard has serious negative impacts on:

Our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens

Our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted

Our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting consider the blocked crossings of downtown Stuart when the RR bridge breaks down

Our traffic - traffic snarls, traffic signals problematic

Water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean

Environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where

Our taxes - costs of roads/traffic signals, lower property values

Our air quality - cars idling waiting for 32 high speed + 20 freight

Our water quality - boats idling waiting for RR bridge openings, collisions

Our property values - affect our taxes

our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared an excellent analysis. PLEASE LISTEN AND OBJECT TO ALL ABOARD EIS; IT FAILS TO ADDRESS SERIOUS PROBLEMS REGARDING THE PUBLIC INTEREST YOUR AGENCIES ARE INTENDED TO PROTECT.

Sincerely,
Janice DeMiranda
Hobe Sound, Martin County Resident

From:	Judy Cialone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida
Date:	Saturday, October 18, 2014 12:22:47 PM

To my Elected officials and community leaders.
I want to voice my opinion about this issue of the TRAINS! This would be disastrous to our gorgeous fishing and boating communities on the Treasure Coast...Martin County. It makes me fearful just to think about how many innocent people would DIE, either from direct contact with one of these trains or from lying in an ambulance at one of the many crossings .... trying to get to one of the hospitals (which are located across the tracks) Horrific!!!!!
There are many other issues too.....wildlife and rare and endangered species habitats ruined, peace and quiet will be a thing of the past, REAL ESTATE devaluation!!!! (I am a Realtor), Air quality.... and of course raising our taxes! Which is undoubtedly will do in the future .
I am appalled that something so obviously of no use to the " majority" of individuals has even gotten this far. Please do everything in your power to Stop this Train !!! it is truely going to ruin the Treasure Coast!!!!
thanking you for your attention to this matter.

--

Judy Cialone

From:	JUDY HANNA
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov
Subject:	[EXTERNAL] ALL ABOARD FLORIDA
Date:	Sunday, November 30, 2014 1:09:23 PM

<https://us-mg5.mail.yahoo.com/neo/launch?.rand=cdenlfrsumv50#>

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Furthermore, my wife and I are Florida residents and are both senior citizens.

I have needed the services of the nearest Urgent Care Facility on several occasions. In one case, my condition was life threatening. I would not be here now if we had been forced to detour to the nearest alternative because of a train blocking the crossing in route. The delay could have been at thirty minutes of more.

To increase the frequency of train blockages such as is proposed will endanger both of us plus many other senior citizens who live in our area

From: Taj F. Hanna

Address: 4620 NE Sandpebble Trace, Apt. 301

Stuart, FL 34996

From:	Steve & Joan Schroeder
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] All Aboard Florida
Date:	Thursday, December 04, 2014 6:49:52 PM

NO! NO! NO!

The current route would be especially disastrous for the treasure coast counties of Martin & St. Lucie. Move the route West of these areas.

Sincerely,

Joan Schroeder

From:	Barry McLaughlin
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 5:21:11 PM

My Name: Barry McLaughlin

My Email: bmclaughlin02@verizon.net

My Address:

9278 SE Sharon Street, Hobe Sound, FL 33455

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated urban corridor. That's an alternative that could lead to actual minimization.

The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
Barry McLaughlin

From:	Amy Boyd
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 2:44:15 PM

My Name: Amy Boyd

My Email: boydspro@bellsouth.net

My Address:

3790 Spinnaker Court
Fort Pierce, FL 34946

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Sincerely,
Amy Boyd

From:	Leonard Bryant
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 2:28:32 PM

My Name: Leonard Bryant

My Email: leonardbryant@hotmail.com

My Address:

513 4th ave. South LAKE WORTH , FL. 33460

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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Sincerely,
Leonard Bryant

From:	Tim O"Connell
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 11:53:30 AM

My Name: Tim O'Connell

My Email: tinoconnellj@gmail.com

My Address:

420 N 2nd St. Fort Pierce FL 34950

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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Sincerely,
Tim O'Connell

From:	April Ferrera
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 7:18:09 AM

My Name: April Ferrera

My Email: apfmom@gmail.com

My Address:

6190 Garrett St 33458

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
April Ferrera

From:	Karen Caronello
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Tuesday, December 02, 2014 6:55:14 AM

My Name: Karen Caronello

My Email: kcsoulhealer@aol.com

My Address:

4633 se bridgetown court
Stuart, FL 34997

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated urban corridor. That's an alternative that could lead to actual minimization.

The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
Karen Caronello

From:	Kathy Kenney
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Monday, December 01, 2014 4:21:23 PM

My Name: Kathy Kenney

My Email: kkenney42@gmail.com

My Address:

2895 SW Brighton Way
Palm City, FL

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated urban corridor. That's an alternative that could lead to actual minimization.

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Sincerely,
Kathy Kenney

From:	James Cable
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable.
Date:	Wednesday, December 03, 2014 7:24:53 PM

My Name: James Cable

My Email: jcable101@aol.com

My Address:

1055 gardenia st Sebastian Florida

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated urban corridor. That's an alternative that could lead to actual minimization.

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Sincerely,
James Cable

From:	Jane Logan
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] All Aboard Florida"s - Okeechobee Waterway Impact
Date:	Saturday, November 01, 2014 9:10:07 AM

Good morning,

My husband and I have lived in Hobe Sound, FL for 23 years and have raised our two daughters here. We are extremely concerned about the impact that All Aboard Florida will have on the Okeechobee Waterway.

We have witnessed train backups first hand as a result of the single track bridge which crosses the Okeechobee Waterway. We are greatly concerned that adding an additional 32 trains crossing this aged bridge is going to create havoc not only for boat traffic - which is a primary concern – but also for road traffic in downtown Stuart and beyond.

I read that the All Aboard's EIS indicated a closure cycle takes 15 minutes but those who traverse the waterway say that is approximately half what a true cycle takes. I hope that you will, and respectfully request that you do if it is not in the plan, take the time to validate which of these numbers is accurate. If in fact the cycle is closer to thirty minutes then I would be inclined to wonder how accurate the rest of the information in the study is and would make decisions accordingly.

Sincerely,

Jane Logan

7622 S.E. Dove Street

Hobe Sound, FL 33455

From:	Jane Logan
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] All Aboard Funding and Permits
Date:	Friday, November 28, 2014 8:13:41 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

I request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

I apologize for the canned nature of this e-mail but it contains the content that I wish to express. I had hoped that our families concerns would lessen as we heard more about the project and met representatives – unfortunately they have grown. We are greatly concerned about a project that will disrupt our quality of life but has not convinced us that it will be financially viable, AND now WE will pay for if it fails. Would the government fund this project if AAF was asking for funding for freight rails? If not, please don't fund this.

Thank you for your consideration.

Jane Logan

7622 S.E. Dove Street

Hobe Sound, FL 33455

From: Richard Brockway
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Wednesday, November 26, 2014 7:06:52 AM

My Name: Richard Brockway

My Email: ricbrockway@gmail.com

My Address:

705 Harbour Drive
Vero Beach, Fl. 32963

All Aboard is about freight, not people. Mimi Whitefield of The Miami Herald had an excellent piece reprinted in The Post's Business section Sept. 29 ("Miami's port bets big on Panama Canal expansion"). It was a good overview of the opportunities presented to East Coast ports resulting from the Panama Canal's expansion. When the canal first announced it's intention several years ago, it got the attention of all ports along the East Coast. Most ports can't accommodate the megaships that the canal expansion envisions. The Port of Miami was one of those. However, they were one of the first to not only plan on how to accommodate these ships, but also how to finance the needed infrastructure.

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

Concerning the on-dock rail facility, Port of Miami Director Bill Johnson said, "It will allow us to double-stack containers directly to Jacksonville in under nine hours, and connect to Norfolk Southern Railway and CSX directly to the heartland of America." Hertwig's final comment: "I think it's going to be great for the railroad." It should be noted that FEC owns and operates All Aboard Florida.

So, the individuals who recently wrote letters to the editor – Jackie Cassidy and Robert Smykal – stating that All Aboard was everything to do with moving freight and not people, hit the nail on the head. They are unloading freight ships, not passenger ships. Hertwig wants to use the right of way he already has up the East Coast to lay a new set of tracks. I understand the business need, as it would be costly to get new rights of way through the central part of the state. What I can't understand is the total disregard for the people who live in the communities on the East Coast.

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

Sincerely,
Richard Brockway

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army

David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Bud Wild
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Tuesday, November 25, 2014 9:28:09 PM

My Name: Bud Wild

My Email: budwild@att.net

My Address:

119 E Midway Road
Fort Pierce, Fl 34982

All Aboard is about freight, not people. Mimi Whitefield of The Miami Herald had an excellent piece reprinted in The Post's Business section Sept. 29 ("Miami's port bets big on Panama Canal expansion"). It was a good overview of the opportunities presented to East Coast ports resulting from the Panama Canal's expansion. When the canal first announced it's intention several years ago, it got the attention of all ports along the East Coast. Most ports can't accommodate the megaships that the canal expansion envisions. The Port of Miami was one of those. However, they were one of the first to not only plan on how to accommodate these ships, but also how to finance the needed infrastructure.

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

Sincerely,
Bud Wild

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: John Watterson
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Monday, November 24, 2014 8:54:10 AM

My Name: John Watterson

My Email: wattersonjack@bellsouth.net

My Address:

240 Hawthorne Lane Vero Beach Fl 32962

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Sincerely,
John Watterson

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys

Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: John Paige III
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Friday, November 21, 2014 7:56:39 PM

My Name: John Paige III

My Email: Beccacine@gmail.com

My Address:

328 Indian Lilac Road, Vero Beach, FL. 32963

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John Paige III

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys

Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	April Ferrera
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard is About Freight, Not People
Date:	Thursday, November 20, 2014 3:50:25 PM

My Name: April Ferrera

My Email: apfmom@gmail.com

My Address:

6190 Garrett St Jupiter Fl 33458

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Sincerely,
April Ferrera

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys

Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: julia sansevere
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Tuesday, November 18, 2014 9:50:06 PM

My Name: julia sansevere

My Email: julia@juliasansevere.com

My Address:

4194 SE Centerboard Lane, Stuart, FL 34997

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Sincerely,
julia sansevere

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Terri Benyola
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard is About Freight, Not People
Date:	Monday, November 17, 2014 6:25:57 PM

My Name: Terri Benyola

My Email: terribenyola@bellsouth.net

My Address:

4173 SW Rardin Street
34953

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Barbara Wentz
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard is About Freight, Not People
Date:	Monday, November 17, 2014 10:55:36 AM

My Name: Barbara Wentz

My Email: babawentz@gmail.com

My Address:

7811 SE Little Harbour Drive, Hobe Sound, FL 33455

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Barbara Wentz

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Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From: Robyn Schubert
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] All Aboard is About Freight, Not People
Date: Wednesday, December 03, 2014 9:12:31 AM

My Name: Robyn Schubert

My Email: rwschuber@gmail.com

My Address:

749 W. Ocracoke Sq SW
Vero Beach FL 32968

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Robyn Schubert

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army

David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Rosie Blinchikoff
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill Nelson; Governor Rick Scott; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] All Aboard Objections
Date:	Sunday, November 30, 2014 4:16:36 PM

Deny All Aboard funding and permits.

Subject: Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals

Thank you.

Larry Blinchikoff

1130 SW 16 St.

Boca Raton, FL 33486

From:	Eve Tillman
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] All Aboard SHOULD BE STOPPED
Date:	Wednesday, October 29, 2014 9:46:17 AM

Good morning,

I am writing this correspondence to each of you to make my voice heard concerning the All Aboard proposition that will have a huge negative effect on my life and with neighbors and friends in South Florida. I want to make clear that Martin County and the Treasure Coast Martin County Residents are virtually unanimous in their Opposition to All Aboard.Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.The DEIS has serious flaws, major deficiencies. Despite the fact that we are told that the finances for this project will not come from taxpayer funds we are all very aware of the fact that the truth will be very different in the end. Governor Rick Scott made two key omissions when he described All Aboard as a "100 percent private venture" and claimed there is no state money "involved." The project could get a $1.6 billion federal loan, and there is state money involved at the airport. Scott's statement mostly <http://www.politifact.com/florida/statements/2014/aug/07/rick-scott/rick-scott-says-all-aboard-100-private-venture-and/> false and shows that in time the backdoor deals will shift and change as will the players in this venture.

.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Respectfully,

Dan and Eve Tillman

Stuart, FL

From:	Ron Hutchinson
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] All Aboard SHOULD BE STOPPED
Date:	Thursday, October 30, 2014 11:16:54 AM

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Ron Hutchinson

Palm City, FL

34990

Elronski

From:	Wendy Nolan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All Aboard Train proposal
Date:	Tuesday, October 28, 2014 8:40:49 AM

How could this project be approved and proceed when our hospitals are against the idea because the trains will slow down response time for ambulances and patients ? The noise, dirt traffic snarls, and waste of taxpayer dollars would be not in the public interest . As a local resident of Hobe Sound , I object to the All Aboard project.

From:	Michael LaCerra
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] all aboard
Date:	Wednesday, October 29, 2014 11:37:36 AM

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The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down

* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Michael LaCerra

From:	George Kaiser
To:	To:; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; cc.; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com
Subject:	[EXTERNAL] All Aboard
Date:	Friday, November 28, 2014 10:43:38 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,

George and Jane Kaiser

18506 SE Village Circle
Jupiter, Fl 33469

From:	Dcrocodile@aol.com
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] All-Aboard Florida, the Sebastian River and Manatees
Date:	Thursday, October 30, 2014 5:04:57 PM

Dear Mr. Phillips:

The Sebastian River is a critical manatee habitat. I see them there all the time: mating, playing, feeding, and calving. The federal Marine Mammal Commission (1988) has so designated the St. Sebastian River. Destroying the existent bridge and building a bigger one will harm the lake bottom and its vegetation.

With the recent UNPRECDENTED loss of our manatees, the idea of further destruction of their home is both ill-advised and cruel.

The Army Corps of Engineers should not issue a permit that will injure our state marine mammal. It is stressed enough as it is.

Sincerely,
Diane Morgan
416 14th Ave
Vero Beach FL 32962

From:	linda haltam
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] An Alternative Analysis is Needed - Please Conduct a Public Hearing Regarding All Aboard Florida
Date:	Wednesday, November 26, 2014 4:51:06 AM

My Name: linda haltam

My Email: lindahaltam@live.com

My Address:

5641 Raleigh st
Hollywood,fl
33021

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated urban corridor. That's an alternative that could lead to actual minimization.

The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
linda haltam

From:	linda haltam
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] An Alternative Analysis is Needed - Please Conduct a Public Hearing Regarding All Aboard Florida
Date:	Wednesday, November 26, 2014 4:50:57 AM

My Name: linda haltam

My Email: lindahaltam@live.com

My Address:

5641 Raleigh st
Hollywood,fl
33021

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The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
linda haltam

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] An Alternative Analysis is Needed - Please Conduct a Public Hearing Regarding All Aboard Florida
Date:	Tuesday, November 25, 2014 3:59:12 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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Sincerely,
Sandra Haas

From:	Susan Spring
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] An Alternative Analysis is Needed - Please Conduct a Public Hearing Regarding All Aboard Florida
Date:	Monday, November 24, 2014 12:35:21 AM

My Name: Susan Spring

My Email: SSpring.orchidbabe@gmail.com

My Address:

1821 S E Boma Ave.
Port St. Lucie, FL 34952

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
Susan Spring

From:	Peter H Connelly
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] An Alternative Analysis is Needed - Please Conduct a Public Hearing Regarding All Aboard Florida
Date:	Friday, November 28, 2014 7:10:27 PM

My Name: Peter H Connelly

My Email: phconnelly@yahoo.com

My Address:

751 West Ocracoke Sq. SW
Vero Beach FL 32968

All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should require AAF to fully analyze other potential routes for the north-south leg, including elevated corridors that would prevent the need for filling wetlands.

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The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,
Peter H Connelly

From:	dennis deranek
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Anthony.Foxx@dot.gov, 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....
Date:	Saturday, November 29, 2014 11:09:14 AM

My Name: dennis deranek

My Email: dderanek@gmail.com

My Address:

615 sw anchorage way
Stuart, FL
34994

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

Specifically, there is partial information at crossings only. There is no information between crossings. Further, the plans for crossing which are addressed, only offer partial information and only within the right of way. There is no information outside of the right of way where obvious environmental impact will occur. Where wetlands are present within the right of way and double tracking occurs, we are given no information on construction work and resulting permanent structures effecting wetlands, .

This single focus on environmental impact only within the right of way is taken to an extreme throughout the DEIS. It pretends that train whistle noise will only be heard within the right of way and not outside. In similar fashion, train and rail vibrations are assumed to only occur within the right of way. It assumes nothing will be felt or encountered outside of it.

This lack of transparency and lack of understandable information must be corrected.

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project.

That information should be presented in a public forum conducted by the Army Corps of Engineers.

The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
dennis deranek

From:	Patrick Morris
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain
Date:	Tuesday, November 04, 2014 5:13:29 PM

My Name: Patrick Morris

My Email: fyrstrm@aol.com

My Address:

815 Ardmore Rd
WPB, FL 33401

The EIS Public Comments meeting in Stuart was shoddy.

Comments regarding the EIS "Public Meeting" in Stuart from Greg Braun, an ecologist with over 25 years experience working in marine, estuarine, freshwater wetlands and upland habitats in Florida, the southeastern U.S., the Bahamas and the Caribbean.

"The chaos at the Federal Railway Administration's "Open House"-style public hearing on the draft Environmental Impact Statement (EIS) that was held in Stuart on October 30 seemed well-orchestrated to make detailed information hard to acquire. No signs identified the area of expertise of the FRA representatives at the many "stations" that were set up around the large meeting room at the Kane Center, which made it difficult to find the right people to ask questions on specific topics.

If the right person could be located, answers were often vague or un-enlightening. Several attendees with experience in the financial world who wanted to pose questions searched unsuccessfully to find someone who could address detailed questions about financing and collateral.

Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.
Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.

One thing did become clear – the level of review was primarily "desktop" with inadequate time having been allocated to field investigations. Could it be that not knowing the accurate extent of environmental impact will result in approval of the EIS? It shouldn't be up to interested citizens to bring these types in information to the attention of FRA – a thoroughly completed EIS would have been forthright in identifying environmental impacts.

As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."

Sincerely,
Patrick Morris

From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] CARE FL"s Comments to SAJ-2012-01564(SP-AWP)
Date:	Wednesday, December 03, 2014 4:46:52 PM
Attachments:	CARE FL DEIS Comments.pdf

Dear Mr. Phillips,

I am not sure if you have received a copy of CARE FL's comments. If not, please consider them to be officially submitted to the U.S. Army Corps of Engineers concerning application number SAJ-2012-01564(SP-AWP).

Thank you for your attention to this matter.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

P Before printing this e-mail, think if it is necessary. Think Green!

From:	BOB GINNY CALLAHAN
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.go
Subject:	[EXTERNAL] cc. President@whitehouse.gov, CongressmanPatrick.Murphy@mail.house.gov, Bill@BillNelson.senate.gov, Rick.Scott@eog.myflorida.com, Negron.Joe.web@flsenate.gov, GHarrell@GayleHarrell.com, MaryLynn.Magar@myfloridahouse.go
Date:	Friday, November 28, 2014 8:29:39 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
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Sincerely,
Virginia Callahan
Hobe Sound, FL 33455

From:	Joan Bausch
To:	AAF_comments@vhb.com
Cc:	john.winkle@dot.gov; Anthony.Foxx@dot.gov; David.Keys@noaa.gov; Phillips, Andrew W SAJ; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Mueller.Heinz@epa.gov; Gavin.Jamesg@epa.gov; John_Wrublik@fws.gov; Charles_Kelso@fws.gov
Subject:	[EXTERNAL] Comments on the Draft EIS for all Aboard Florida
Date:	Wednesday, December 03, 2014 3:42:23 PM
Attachments:	AAF my comments on DEIS.pdf

Find 2 page letter attached. Thank you for your time in this very important matter.

Joan Bausch
20 S. Sewall's Point Rd.
Sewall's Point, FL 34996
772-219-8285
jclb@gate.net

From:	John Hallstein
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Saturday, November 22, 2014 8:24:41 AM

Name: John Hallstein

Email: jhallstein46@gmail.com

Address:
1405 Mainsail Circle, Jupiter,Fl. 33477

Comments:

I live east of Alt A1A and am very concerned about the impact this train will have in two areas- Traffic backups at crossings and access to the Jupiter Medical Center. The delays will be caused due to the crossings being closed more frequently and also due to the fact the backups themselves will hinder medical service access.

From:	William Marsh
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Wednesday, November 19, 2014 2:19:53 PM

Name: William Marsh

Email: wmarsh@ch2m.com

Address:
1000 N. US Highway 1; Unit BE 202
Jupiter, FL 33477

Comments:

Mr. Phillips:
I am writing to request that the Corps deny All Aboard Florida's Section 404/10 permit application on the grounds that it is iincomplete. Following are issues which have not been adequately addressed.
1. Cumulative and secondary effects are not adequately addressed. Negative impacts on communities by-passed and not served are not evaluated. The effect of additional accessibility is assumed to be positive, when in fact, the opposite is often the case, particularly when an area's natural resources are the main attraction. Secondary effects of increased future freight tansportation are also not addresed even though new Panamax size vessels will be operating before the AAF project is complete.
2. There is inadequate assurance in Section 7.2.1 that traffic will not be significantly adversely impacted. While acknowleging increased road closings, the applicant only states they will work with State and local traffic planners. We need to see the results of any analysis and also a scope schedule, and budget for periodic reviews and updates (which in our area should be seasonal at a minimum).
3. Impacts of additional train traffic in Jonathan Dickenson State Park have not been adequately addressed. Simply using the existing tracks is not enough. There will be more trains and faster trains which will increase hazards to wildlife and present a barrier to wildlife populations.
4. DEIS Section 7 lists obtaining a 404 permit as a mitigative measure, when in fact it is a requirement for any applicant that will impact waters or wetlands of the US.
5. I do not believe the Alternatives Analysis adequately balanced the socioeconomic costs of using the existing line versus a more westerly route. The socioeconomic character of South Florida has changed remarkably since henry Flagler first created the line down the sparsely populated Florida coast. Any potential economic benefits will accrue to businesses at the termini of the AAF line - densely populated coastal communities in between should not bear the impact when other routes are available which would use existing corridors mostly through agricultural lands. The CSX and Turpike routes are considered largely not feasible due to land aquisition concerns - insufficient justification is given and the applicant's costs should not be prioritized at the expense of the public interest. Also, a 3-hour transit time being used as a screening criterion is arbitrary - do we really feel that a 3.5 trasit would be unacceptable? If so, what study suports this contention?

From:	Deborah Lundmark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Tuesday, November 18, 2014 8:07:20 PM

Name: Deborah Lundmark

Email: vbmathmom@hotmail.com

Address:
3360 57th Ave
Vero Beach FL 32966

Comments:
This train is horrible for Florida and its residents!

From:	Gail Prescott
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Thursday, November 13, 2014 4:10:11 PM

Name: Gail Prescott

Email: gail.ann.prescott@gmail.com

Address:
8771 SE Duncan Street
Hobe Sound, FL 33455

Comments:

I have been a resident of Martin County for 35 years, and I strongly oppose the " All About Florida Train" running through Indian River, St Lucy, and Martin counties.
This area is very environmentally sensitive. The environmental studies did not thoroughly cover all the potential negative impact on this area.
The train does not/ should not need to run along the coast line- using the FEC tracks. It would be far better not to have it, or at least move it out to the western areas that do not have the population, cars, and boats that the coastal area has.
Boaters would not be able to pass under closed railroad bridges- Including emergency marine vessels in critical situations .
This project will also negatively affect the many waterway and riverside restaurants that are in a very close proximity to the tracks.- The restaurant area most concerning is near the Roosevelt Bridge in Stuart. These businesses will suffer, many restaurant jobs will be lost due to the lack of patrons as these trains rush by creating noise and air pollution.
Please consider all these factors before issuing any permit that would bring this unwanted train to the East Coast of Martin, St. Lucy, and Indian River counties.
Thank You,
Gail Prescott

From:	Mary Grier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Thursday, November 13, 2014 1:24:57 PM

Name: Mary Grier

Email: GrierM@yahoo.com

Address:
Cocoa, fl.

Comments:

Contaminated soils under all Railroad tracks: When track replacement work is done for example at Amtrak, all the waste dirt/stone is mandated to be disposed as hazmat waste at a proper hazmat disposal site. Other railroads choose to "utilize" that hazmat waste material for internal roadway building, ect. to not be exposed to the liability and hazmat disposal costs.

Whats in this RR track waste base material (dirt) ? Previous Certified analysis from Railroad lines in general has revealed in part:
1) Hydrocarbons from diesel fuel and lubricating oils in an alarming high percentage. All locomotives leak oil to some extent, as done for around 100 years.
2) Fine metals. this is mostly from the rail wheel wear, and actual rail surface wear. These metals in the soils become a totally separate hazmat issue. Both the above items accumulate to an intense level over the decades.
3) Arsenics as residue from old creosote wood tie preservative treatment, and the deteriorating treated wood RR ties still around.
So no wonder that the Railroads who don't properly dispose of this used RR track base material want to go out of their way to "hide it" on their property.
Its further been rumored at past informational meetings that AAF intends to use this same old waste material from grading out the needed space for the new track to create a linear "berm" along a lot of the new track length, and why ? Maybe to keep "contained" on the track owner's property. Problem with that ? It WILL easily begin to leach out into the surrounding countryside and waterways, especially when freshly disturbed during the new construction.

From:	Suzanne Harkins
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Monday, November 10, 2014 7:47:00 PM

Name: Suzanne Harkins

Email: suzharkins@aol.com

Address:
3927 SE Fairway East
Stuart FL 34997

Comments:

Please do not let All Aboard Florida come through our beautiful Martin County and destroy our way of life on our waterways.

From:	eebest8 john
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Sunday, November 09, 2014 3:42:33 PM

Name: eebest8 john

Email: j.o.es.mi.t.h.j.1.9.80@gmail.com

Address:
Praia

Comments:

I really like and appreciate your article post. Really Great.
eebest8 fiverr

From:	Michael j Downey
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Thursday, November 06, 2014 7:49:31 PM

Name: Michael j Downey

Email: mdowney44@gmail.com

Address:
7940 SE Golfhouse Dr. Hobe Soumd, fl. 33455

Comments:

This fiasco for the citizens of Florida must be stopped. It is an ill advised project that does not have a proper financial foundation that negatively impacts thousands of residents on multiple levels. Too much of our lifestyle will be sacrificed! Stop it now.

From:	bob wood
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Thursday, November 06, 2014 9:22:27 AM

Name: bob wood

Email: rwood46@hotmail.com

Address:
337 chambord terrace palm beach gardens fl 33410

Comments:

AS a former railroad man from nyc to the sunshine state i have seen this story before. I am also an ex financial advisor from citibank who left before there collapse in 2008. I have a strong and keen sense of future events to look into the future . This story will not end happy if allowed to double track the area where there is a lot of old bridges and water.It will end in massive delays for people from jupiter up thru the treasure coast . I did a survey at abacoa in jupiter last week i asked for a few signatures the first lady i spoke to said she and her mother are moving now because of the drastic drop in home prices that will upset the medium to high end home owners. If the medium and high end owners leaves this area who will go to the store and restaurants that keeps the area its AAA credit rating . People will not relocate to the east coast they will go th naples the trains will run but the area will become full of lower end consumers that can not support our local tax structure. The property value will easily drop 25 percent which will cause massive defaults om mortgages like a repeat of 2008. Please take this letter very seriously . I have worked and lived both lives the first on awl street and the second has a conductor for nyc transit .You are being warned this is a setup to destroy the palm beaches and the treasure coast it is up thou to stop it . Thank you bob wood 516 410 3255

From:	Anna Bergalis
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Wednesday, November 05, 2014 11:22:02 PM

Name: Anna Bergalis

Email: birdanna2@bellsouth.net

Address:
2perriwinkle circle Stuart. Florida

Comments:
I cannot get across tracks now. Are they crazy?..
.

From:	Pam Gardner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Wednesday, November 05, 2014 12:21:54 PM

Name: Pam Gardner

Email: gpggardner@aol.com

Address:
8474 SE Lagoon Drive
Hobe Sound, FL 33455

Comments:

Please say no to AFF application to allow high speed rail to barrel through wetlands that are to be protected. To increase the number of tracks and rail traffic is against all reasons for having these areas protected. This is not in the best interest of these pristine areas that should be preserved for the little bit of wildlife we haven't destroyed already, please don't throw it under the train--literally.

From:	David C Thatcher
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Wednesday, November 05, 2014 9:19:34 AM

Name: David C Thatcher

Email: thatch4@gmail.com

Address:
2507 SE West Blackwell Dr.
34952

Comments:

Stop the takeover of our quality of life by the private sector seeking to capitalize on the backs of real folks.

From:	Barbara Steers
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Tuesday, November 04, 2014 8:57:19 PM

Name: Barbara Steers

Email: steersco@yahoo.com

Address:
8004 SE Villa Circle, Hobe Sound, FL 33455

Comments:

We find it incredibly baffling that a high speed rail line would be seriously considered for operation on the east coast of Florida. This will serve to kill or drive out wild creatures situated in parks and free areas along the coast such as are found in Hobe Sound. This proposal will permanently diminish the stark tropical beauty of the land and waters, and impose a direct permanent negative effect upon the residents of the area. Quality of life for all will be greatly reduced. Home values will be actively impacted, effectively taking cash from each resident in spite of years of struggling to build desireable neighborhoods with improved home values. Noise levels will be increased, growing louder for longer periods as time progresses. Access on the land and on the waterways will be impacted to the negative. Striving to preserve the beauty of life and land in Florida, one of America's most jewelled states, should be the priority for all: it's irreplaceable.
Please take this feedback as our strong opposition to this proposal. We want to see businesses flourish, but not at the cost of impacting the beauty of the state we so love.

From:	Charlotte Sue Fisher
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Concerns About All Aboard Florida"s Impact on SE Florida Wetlands
Date:	Saturday, November 22, 2014 2:54:12 PM

Name: Charlotte Sue Fisher

Email: susufisher@gmail.com

Address:
8092 SE Bristlecone Place
Hobe Sound, FL 33455

Comments:

You have no idea what this is going to do to Florida's sensitive Wetlands. Please send these trains away from our coastal cities and waterways. There is land out west that is not as sensitive as the coastal wetlands

From:	Todd Dripps
To:	anthony.foxx@dot.gov; aaf_comments@vhb.com; john.winkle@dot.gov; Phillips, Andrew W SAJ; 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; bill@billnelson.senate.gov; rick.scott@eog.myflorida.com; negron.joe.web@flsenate.gov; gharrell@gayleharrell.com; marylynn.magar@myfloridahouse.gov
Subject:	[EXTERNAL] Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:
Date:	Tuesday, December 02, 2014 8:46:38 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Todd Dripps
2447 SW 13th Terrace
Palm City, FL 34990

From:	A. Lee Craft
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Delays from AAF
Date:	Tuesday, December 02, 2014 12:38:55 PM

My Name: A. Lee Craft

My Email: alcraft7@gmail.com

My Address:

8095 SE Golfhouse drive
Hobe Sound, FL 33455Deal

Delay In medical response time , and for other emergencies would COST LIVES. This is on your shoulders. quality of life and property values would decline.

From:	Jan DeMiranda
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Deny All Aboard Florida Funding and Permits
Date:	Friday, November 28, 2014 10:50:54 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,

Jan DeMiranda

9894 SE Osprey Pointe Drive

Hobe Sound, FL 33455

From:	Donna S. Melzer
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Deny All Aboard funding and permits -- the numbers and data don"t add up
Date:	Friday, November 28, 2014 5:32:21 AM

Please do NOT authorize either the $1.6Billion in government-backed loans for All Board or the $1.75+Billion tax-exempt for All Aboard.

The cost to the government will be to high because the long-term profitability of a high-speed passenger is not backed by realistic numbers.

The credibility of elected officials and the agencies is on the line.

Further, the DEIS is not sufficient -- it only allows the public and local government to review 30% of construction information, the data is inaccurate and outdated, the analysis is faulty, the modeling unrealistic - the most obvious being the choices being made that will create serious obstacles to navigation. Modeling for boat traffic under a raised, antiquated, narrow-opening RR bridge are unrealistic - modeled as if boats handle like cars and have "boat lanes" and no water currents. My family has a boat and can all swear to the inaccuracies of the boat modeling. Additionally, rare and endangered plant and animal species and the impact of wetlands destruction is not realistically addressed.

Safety is a significant issue since a large stretch of this railroad area is the deadliest in the country already and the trains hurdling through older coastal communities at speeds up to 110 mph create dangers not adequately addressed.
The costs to government at all levels is not fully disclosed including the many millions that local governments will have to provide for railroad crossing improvements due to trains hurdling through their jurisdictions at up to 110 mph.

All Aboard has not met their burden and U.S.DOT and FRA should reject the funding requests and other agencies should reject their permit requests.

All Aboard claims the project meets the straight face test well enough to get private funding so let them. That claim too is not experience-backed since the funding to date has required high interest rates.

From: Donna Melzer, 3471 SW Centre Court, Palm City, FL 344990
Attorney, parent, boater, environmentalist, community advocate

From:	Pat Johnston
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Deny All Aboard Funding and Permits
Date:	Monday, December 01, 2014 7:48:52 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years. When the loan de-faults, we all will pay.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding:

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Pat Johnston

2099 SW Balata Terrace

Palm City, FL 34990

From:	Laurel Wright
To:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Cc:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:42:22 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Respectfully,
Laurel Wright

11920 S. E. Plutus Ave

Hobe Sound, FL 33455

www.savemartincounty.org <http://www.savemartincounty.org/>
****

From:	Daniel Yannantuono
To:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Cc:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:40:39 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Respectfully,
Daniel Yannantuono

11920 S. E. Plutus Ave

Hobe Sound, FL 33455

www.savemartincounty.org <http://www.savemartincounty.org/>
****

From:	Richard W. Johnston
To:	"Anthony.Foxx@dot.gov"; "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"
Cc:	"CongressmanPatrick.Murphy@mail.house.gov"; "Bill@BillNelson.senate.gov"; "Rick.Scott@eog.myflorida.com"; "Negron.Joe.web@flsenate.gov"; "GHarrell@GayleHarrell.com"; "MaryLynn.Magar@myfloridahouse.gov"
Subject:	[EXTERNAL] Deny All Aboard Funding and Permits
Date:	Monday, December 01, 2014 12:11:26 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years. When the loan de-faults, we all will pay.

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Regards,

Richard W. Johnston

2099 SW Balata Terrace

Palm City, FL 34990

(848) 459-3426

From: CK Sandlin
To: sandliink@bellsouth.net
Subject: [EXTERNAL] Deny All Aboard funding and permits
Date: Saturday, November 29, 2014 3:48:16 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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From Clifford A Sandlin

Stuart, Florida 34997

772-781-4138

From:	Sandra Fernandez
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Thursday, December 04, 2014 6:12:09 AM

My Name: Sandra Fernandez

My Email: ocalamermaid@yahoo.com

My Address:

3270 NE 42ND PL
Ocala, FL 34479

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding:

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There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, and evacuation and intersection fatalities.

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Sincerely,
Sandra Fernandez

From: Cyndi Veator
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Wednesday, December 03, 2014 9:22:29 PM

My Name: Cyndi Veator

My Email: cyndi-rapp@comcast.net

My Address:

3709 Mockingbird Hill Ln., Jensen Beach, Fl., 34957

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Cyndi Veator

From:	Michelle Liebowitz
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Wednesday, December 03, 2014 8:23:12 PM

My Name: Michelle Liebowitz

My Email: liebow1@comcast.net

My Address:

2734 sw newberry ct
Palm city fl 34990

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Michelle Liebowitz

From:	Terry Mydock
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Wednesday, December 03, 2014 7:38:10 PM

My Name: Terry Mydock

My Email: tmydock@aol.com

My Address:

8229 SE camellia drive
Hobe sound fl 33455

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Terry Mydock

From:	Sheila Bemis
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Wednesday, December 03, 2014 8:35:06 AM

My Name: Sheila Bemis

My Email: smb333@aol.com

My Address:

3385 63rd Square, Vero Beach, Florida 32966

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Sheila Bemis

From: Marsha Perryman
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Tuesday, December 02, 2014 9:47:12 PM

My Name: Marsha Perryman

My Email: perry52@aol.com

My Address:

13570 Mystic Dr. Apt.303
Sebastisn, FL 32958

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Marsha Perryman

From:	DUANE WEISE
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Tuesday, December 02, 2014 12:42:52 PM

My Name: DUANE WEISE

My Email: DMWEISE@CPMCAST.NET

My Address:

8485 SEACREST DR
VERO BEACH, FLORIDA 32963

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
DUANE WEISE

From:	Barbara Gardiner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Tuesday, December 02, 2014 11:00:42 AM

My Name: Barbara Gardiner

My Email: barbrogersgard@gmail.com

My Address:

1001 NE 8th Ave #216
Delray Beach, FL 33483

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Barbara Gardiner

From:	Leonard l. delgado
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Tuesday, December 02, 2014 6:41:37 AM

My Name: Leonard l. delgado

My Email: lenny82647@gmail.com

My Address:

33 harbour isle dr west
Ft pierce fl 34949

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Leonard l. delgado

Recipients
Anthony Fox
John Winkle
Andrew Phillips
David Keys

Evelyn Smart
Allan Nagy
James Christian
Benito Cunill
James Gavin
Heinz Mueller
John Wrublik,
Brandon Howard,
Charles Kelso
Office of Budget
Congressman Patrick Murphy
Rick Scott, Governor
Marc Rubio
Gayle Harrell
Mary Lynn Magar
Bill Nelson
Patrick Murphy

From:	Shellie Smith
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Tuesday, December 02, 2014 5:57:32 AM

My Name: Shellie Smith

My Email: shelliesmith090@gmail.com

My Address:

2074 NE 24th street
Jensen Beach Fl 34957

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Shellie Smith

From:	Linda Houlihan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Tuesday, December 02, 2014 5:18:13 AM

My Name: Linda Houlihan

My Email: jlhoul19094@gmail.com

My Address:

19094 S.E. Arnold Dr, Tequesta, Martin County, 33469

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Linda Houlihan

From:	Linda
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 5:05:03 PM

My Name: Linda

My Email: klkbms4@comcast.net

My Address:

Broward Terrace

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Linda

From:	Jacquelyn T. Young
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 5:01:43 PM

My Name: Jacquelyn T. Young

My Email: jtomyoung@aol.com

My Address:

3398 SW Rosser Blvd
Port Saint Lucie Fl 34953

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Jacquelyn T. Young

From: Stephanie Fisher
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 2:26:39 PM

My Name: Stephanie Fisher

My Email: msladyfisher@gmail.com

My Address:

2220 SE Trillo Street, Port Saint Lucie, FL 34952

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Stephanie Fisher

From: Rosemaryhomeister
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 1:16:38 PM

My Name: Rosemaryhomeister

My Email: luv2win4u@aol.com

My Address:

2649 sabalpalmdr,miramar,fl

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Rosemaryhomeister

From:	Michael Anderson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 1:00:46 PM

My Name: Michael Anderson

My Email: mandersonremax@aol.com

My Address:

1713 Whitehall Dr. #407
Fort Lauderdale, FL 33324

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Michael Anderson

From:	Deb Zwetsch
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 12:58:58 PM

My Name: Deb Zwetsch

My Email: zwear@comcast.net

My Address:

5971 bay point rd. , bokeelia Florida

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Deb Zwetsch

From:	Lorrie Null
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:56:11 AM

My Name: Lorrie Null

My Email: lnull@comcast.net

My Address:

2685 Heron Bay Ln SW
Vero Beach, FL 32962

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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* Boat navigation and aging RR Bridges - the modeling is inaccurate.
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* Environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
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The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

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Sincerely,
Lorrie Null

From: margaret webster
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:50:57 AM

My Name: margaret webster

My Email: mweb59@bellsouth.net

My Address:

5542 ligustrum loop. Oviedo fl 32765

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Sincerely,
margaret webster

From: Irene sturman
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:50:57 AM

My Name: Irene sturman

My Email: irene.pagliaro@gmail.com

My Address:

3810 6th Lane
Vero Beach Fl 32968

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Irene sturman

From: Irene sturman
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:47:59 AM

My Name: Irene sturman

My Email: irene.pagliaro@gmail.com

My Address:

3810 6th Lane
Vero Beach Fl 32968

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Sincerely,
Irene sturman

From:	Irene sturman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:45:13 AM

My Name: Irene sturman

My Email: irene.pagliaro@gmail.com

My Address:

3810 6th Lane
Vero Beach Fl 32968

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Sincerely,
Irene sturman

From:	Irene sturman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:43:53 AM

My Name: Irene sturman

My Email: irene.pagliaro@gmail.com

My Address:

3810 6th Lane
Vero Beach Fl 32968

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Sincerely,
Irene sturman

From:	Barbara Bailey
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:42:47 AM

My Name: Barbara Bailey

My Email: geezerthree@aol.com

My Address:

6254 american azalea la.

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Barbara Bailey

Recipients
Designated comments for DEIS
Anthony Fox
John Winkle
Andrew Phillips
David Keys

Evelyn Smart
Allan Nagy
James Christian
Benito Cunill
James Gavin
Heinz Mueller
John Wrublik, National Marine Fisheries Service
Brandon Howard, Fish and Wild Life Service
Charles Kelso
Office of Budget
Barak Obama, President
Congressman Patrick Murphy
Rick Scott, Governor
Marc Rubio
Gayle Harrell
Mary Lynn Magar
Bill Nelson
Patrick Murphy

From: margaret webster
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:42:19 AM

My Name: margaret webster

My Email: mweb59@bellsouth.net

My Address:

5542 ligustrum loop. Oviedo fl 32765

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Sincerely,
margaret webster

From:	margaret webster
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:42:03 AM

My Name: margaret webster

My Email: mweb59@bellsouth.net

My Address:

5542 ligustrum loop. Oviedo fl 32765

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Sincerely,
margaret webster

From:	Rick Berryhill
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:41:50 AM

My Name: Rick Berryhill

My Email: rberryhill52@yahoo.com

My Address:

2488 SE Monroe St Stuart Fla 34997

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Rick Berryhill

From: Brad Powell
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:39:04 AM

My Name: Brad Powell

My Email: realthing50bb@yahoo.com

My Address:

2532 Friday Rd
Cocoa FL 32926

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Brad Powell

From: Brad Powell
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:38:49 AM

My Name: Brad Powell

My Email: realthing50bb@yahoo.com

My Address:

2532 Friday Rd
Cocoa FL 32926

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Sincerely,
Brad Powell

From: margaret webster
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:38:38 AM

My Name: margaret webster

My Email: mweb59@bellsouth.net

My Address:

5542 ligustrum loop. Oviedo fl 32765

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Sincerely,
margaret webster

From:	Rick Berryhill
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:38:00 AM

My Name: Rick Berryhill

My Email: rberryhill52@yahoo.com

My Address:

2488 SE Monroe St Stuart Fla 34997

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Rick Berryhill

From:	Irene sturman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:36:56 AM

My Name: Irene sturman

My Email: irene.pagliaro@gmail.com

My Address:

3810 6th Lane
Vero Beach Fl 32968

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Sincerely,
Irene sturman

From: margaret webster
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Monday, December 01, 2014 11:35:58 AM

My Name: margaret webster

My Email: mweb59@bellsouth.net

My Address:

5542 ligustrum loop. Oviedo fl 32765

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
margaret webster

From:	Rick Berryhill
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Monday, December 01, 2014 11:35:42 AM

My Name: Rick Berryhill

My Email: rberryhill52@yahoo.com

My Address:

2488 SE Monroe St Stuart Fla 34997

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Rick Berryhill

From:	Edward Kaeda
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Sunday, November 30, 2014 7:14:04 AM

My Name: Edward Kaeda

My Email: kaledae@att.net

My Address:

1674 SW Sylvester Ln, Port Saint Lucie FL 34984

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Edward Kaeda

From:	Edward Kaeda
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Sunday, November 30, 2014 7:13:56 AM

My Name: Edward Kaeda

My Email: kaledae@att.net

My Address:

1674 SW Sylvester Ln, Port Saint Lucie FL 34984

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Sincerely,
Edward Kaeda

From: Robert howard
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Saturday, November 29, 2014 7:02:35 PM

My Name: Robert howard

My Email: dladybugdd@aol.com

My Address:

17609 Edwin terr.
HUDSON, FLORIDA 34667

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Robert howard

From:	Robert howard
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 7:02:25 PM

My Name: Robert howard

My Email: dladybugdd@aol.com

My Address:

17609 Edwin terr.
HUDSON, FLORIDA 34667

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Sincerely,
Robert howard

From:	Frank Dinsmore
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 3:37:18 PM

My Name: Frank Dinsmore

My Email: joliedancer@aol.com

My Address:

8303 SE Cumberland Circle
Hobe Sound, FL 33455

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Frank Dinsmore

From:	Julia Sansevere
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 2:42:03 PM

My Name: Julia Sansevere

My Email: julia@juliasansevere.com

My Address:

4194 SE Centerboard Lane, Stuart, FL 34997

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Julia Sansevere

From:	Wendy Wieser
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 12:38:12 PM

My Name: Wendy Wieser

My Email: gypsimoose@yahoo.com

My Address:

21751 Diary Rd
Eustis, Fl 33736

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Wendy Wieser

From:	Tara Powers
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 9:21:44 AM

My Name: Tara Powers

My Email: Parrotlady0407@gmail.com

My Address:

4181 SE Buoy Lane
Stuart, FL 34997

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Tara Powers

From:	BRENDA BARRETT
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Saturday, November 29, 2014 8:53:43 AM

My Name: BRENDA BARRETT

My Email: BBARRETT1774@YAHOO.COM

My Address:

173 GROVE ISLE CIRCLE, VERO BEACH, FL 32962

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
BRENDA BARRETT

From:	Thomas Connelly
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Friday, November 28, 2014 8:08:01 PM

My Name: Thomas Connelly

My Email: tconnellyfl@yahoo.com

My Address:

6667s e seven oaks lane Stuart Fl. 34997

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
Thomas Connelly

From: theloadmaster@mac.com
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Friday, November 28, 2014 6:28:28 PM

My Name: theloadmaster@mac.com

My Email: theloadmaster@mac.con

My Address:

1313 Lake Erie DR
Lake Worth, Fl 33461

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,
theloadmaster@mac.com

From:	Pamela Joy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Friday, November 28, 2014 6:01:31 PM

My Name: Pamela Joy

My Email: pjoy17@aol.com

My Address:

2929 SE Ocean Blvd Bldg 113-4 Stuart, Florida 34996

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Pamela Joy

From:	Mary Trumpore
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Friday, November 28, 2014 5:55:02 PM

My Name: Mary Trumpore

My Email: rtrumpore3@att.net

My Address:

214cape pt circle Jupiter fl

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding:

* Traffic safety including RR crossings at signalized and round-a-bout intersections.
* Boat navigation and aging RR Bridges - the modeling is inaccurate.
* Natural resources - the impact to rare and endangered species is disregarded.
* Environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
* Air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, and evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,
Mary Trumpore

From: Edward T Goodman
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Friday, November 28, 2014 5:50:41 PM

My Name: Edward T Goodman

My Email: etgoodman1939@gmail.com

My Address:

9 Isle Ridge, Hobe Sound, FL 33455

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,
Edward T Goodman

From:	Evan Hammerman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Friday, November 28, 2014 5:42:16 PM

My Name: Evan Hammerman

My Email: ejkorvette@comcast.net

My Address:

5707 NW 65th Ave
Tamarac, FL 33321

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding:

* Traffic safety including RR crossings at signalized and round-a-bout intersections.
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* Environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
* Air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, and evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

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Sincerely,
Evan Hammerman

From: Salvador Aleguas
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date: Friday, November 28, 2014 2:16:04 PM

My Name: Salvador Aleguas

My Email: salaleguas1@cfl.rr.com

My Address:

695B S. COURTENAY PKWY.
MERRITT ISLAND, FLORIDA 32952

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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* Environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
* Air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, and evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,
Salvador Aleguas

From:	Susan Eilenberg
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Deny All Aboard Funding and Wetland Permits
Date:	Thursday, December 04, 2014 6:18:32 AM

My Name: Susan Eilenberg

My Email: sageisland@aol.com

My Address:

500 NE Lima Vias
Jensen Beach, FL 34957

Dear Army Corps of Engineers, USDOT, FRA, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard, and permits to traverse wetlands. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding:

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* Natural resources - the impact to rare and endangered species is disregarded.
* Environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
* Air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, and evacuation and intersection fatalities.

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The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,
Susan Eilenberg

From:	Paul Sinnott
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Governor Rick Scott; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Deny federal loans and funding to All Aboard Florida project
Date:	Sunday, November 30, 2014 1:11:27 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

Please promptly deny any and all of the $1.6Billion government-backed loan and the proposed $1.75 Billion tax-exempt bonding for the All Aboard Florida (AAF)project. All Aboard Florida has failed to establish its viability as a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The AAF "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, FRA requirements and needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) on the corridor's 347 dangerous at-grade crossings intersecting with vehicular and pedestrian traffic for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From: your nameDear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- boat navigation and aging RR Bridges - the modeling is inaccurate.
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- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
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Thank you for your consideration,
Angela Sinnott
3111 North Indian River Drive

St. Lucie Village, FL 34946

From:	Susan Burgess
To:	john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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; AAF_comments@vhb.com
Subject:	[EXTERNAL] DO NOT APPROVE DEIS FROM ALL ABOARD FLORIDA.
Date:	Tuesday, December 02, 2014 8:04:55 PM

I am writing to say I support every one of the statements below.

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 <http://www.theguardiansofmartincounty.com>
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

Susan Burgess
5405 Citrus Ave.
Fort Pierce, FL 34982

From: Linda Irving
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date: Sunday, November 16, 2014 11:51:08 AM

My Name: Linda Irving

My Email: lindairving5@gmail.com

My Address:

922 Orange Isle, Ft Lauderdale FL 33315

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Sincerely,
Linda Irving

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Bill Escue
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date:	Tuesday, November 11, 2014 3:41:43 PM

My Name: Bill Escue

My Email: escues@sbcglobal.net

My Address:

2 Banyan Road
Stuart, FL 34996

772-286-5376

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Bill Escue

Recipients
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Marilyn Suarez
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date:	Monday, November 03, 2014 7:35:51 PM

My Name: Marilyn Suarez

My Email: desikane@gmail.com

My Address:

291 SE Wallace terrace
Port St Lucie, FL 34983

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Sincerely,
Marilyn Suarez

From: Edna Pym
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date: Monday, November 03, 2014 10:02:36 AM

My Name: Edna Pym

My Email: etpym@comcast.net

My Address:

4320 Summer Breeze Terrace
Vero Beach, Fl 32967

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Sincerely,
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From: Joan Palmariello-Leavitt
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date: Monday, November 03, 2014 7:48:52 AM

My Name: Joan Palmariello-Leavitt

My Email: go2auctions@hotmail.com

My Address:

1183 Baltic Lane, Winter Springs, FL 32708

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Joan Palmariello-Leavitt

From: Rebecca Russell McFee
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date: Sunday, November 02, 2014 7:09:54 PM

My Name: Rebecca Russell McFee

My Email: mcfeerr@gmail.com

My Address:

3004 SE Salerno Rd.
Stuart, Fl. 34997

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Rebecca Russell McFee

From: Mr & Mrs Wm. Fitzpatrick
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] EIS "PUBLIC" MEETINGS ARE A MOCKERY OF PUBLIC PROCESS
Date: Friday, November 21, 2014 6:19:27 PM

My Name: Mr & Mrs Wm. Fitzpatrick

My Email: carolfitzz@hotmail.com

My Address:

1589 SW Sea Holly Way
Palm City, Fl. 34990

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Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Barry Douglass
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Cc:	Florida Not All Aboard
Subject:	[EXTERNAL] FEC Bridge at St. Lucie River
Date:	Saturday, November 01, 2014 8:37:57 AM

To All Concerned:

The proposed closing of the FEC bridge over the St. Lucie Bridge in Stuart, FL for 32

additional AAF trains per day is not just a little problem of impatient "yachties" waiting to pass through. The St. Lucie River stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some marine communities. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway between the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south through the Florida Keys (for shallow-draft vessels) or around Key West (for deep-draft vessels).

The FEC railroad bridge across the St. Lucie River in Stuart is the motor vehicle

equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each

daylight hour considering AAF plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the FEC bridge allows passage of boats that require vertical clearance of less than of 6.2 feet, only the tiniest of boats. The bridge is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of its age. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light in coordination with opening the old Roosevelt vehicle bridge less than 250 few feet to the west of the FEC bridge. Every time I have passed through the FEC bridge, it takes at least 30 minutes to complete an open-and-close cycle. This is measured from the time the FEC red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt Bridge tender will no longer open on request, and includes the time for the train to pass sufficiently far to permit commencement of the opening process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request “after vehicle traffic clears”. I personally have waited over an hour for the FEC bridge to cycle for the passing of multiple trains. Although the AAF video cartoon shows boats waiting in line like cars at a crossing, boats must try to maintain position is the often high tidal currents and try to pass through the bridges as quickly as possible to avoid being trapped again. Considering the AAF plans for mostly daylight operations when boating traffic is highest, these additional closings will create and serious safety issue.

Assuming the 30-minutes per closure is correct, the planned 32 AAF trains, mostly traveling in daylight results in the FEC bridge blocking marine traffic for 16 hours per day, not including the FEC bridge closures for the current 22 freight trains daily which require much longer closure times. That effectively closes down Florida’s Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the many commercial barges, local marine traffic, the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, and the yachts of cruisers and snowbirds headed across the state to the Bahamas or to the Gulf on their way to Mexico, Texas and

other states north and west. In addition there are numerous times when large numbers of boats try to pass through the bridges together such as boat parades, yacht club and boat manufacturer flotillas, holiday fireworks displays, and others which will be dangerously disrupted.

The concern about FEC/AAF affecting marine traffic is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that AAF threatens to choke to its waterway death and potentially result in serious safety issues at the bridges.

Barry Douglass

772-287-9334 Home

772-341-0737 Cell

From:	Robert A. Gay
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] fenton303@me.com
Date:	Saturday, November 22, 2014 3:36:16 PM

My Name: Robert A. Gay

My Email: fenton303@me.com

My Address:

414 South Beach Road
Hobe sound, FL 33455

I am totally against the Train. It is financially unsound, not safe. noisy, upsetting to boaters and school children....and improperly being paid for....by the very same tax payers who are against it. I am one of them.

Please fail.

From:	kyla shay
To:	"john.winkle@dot.gov"; "Anthony.Foxx@dot.gov"; Phillips, Andrew W SAJ; "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:	[EXTERNAL] Florida All Aboard
Date:	Tuesday, December 02, 2014 6:37:40 PM

Dear Mr. Winkle,

I do not support the Florida All Aboard project. It will bisect Martin County, most specifically Stuart, the city I reside in into two separate and distinct halves. It will significantly affect our way of life. If the project continues with the approvals, our citizens will be subjected to an adverse way of life which is not why we moved to Martin County. I do not believe this railway project if for passengers. It is for freight, plain and simple. For commerce which does not benefit our county in any way shape or form, we are being forced to potentially accept a project and fund a project which will endanger the lives of our citizens and our visitors. The railway will further aggravate medical response teams from accessing Martin Memorial Hospital of which locations are restricted by access across the existing tracks. Stop forcing commerce agendas at us. We do not support this project in the projected target area.

Kyla Shay Krosin,

Concerned resident of Martin County, Florida

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Florida has a limited number of natural resources but we have water - please conduct a public hearing regarding this proposal that threatens our wetlands
Date:	Tuesday, November 25, 2014 4:01:44 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

Dear Mr. Phillips,

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without.

That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions.

In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,
Sandra Haas

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Florida has a limited number of natural resources but we have water - please conduct a public hearing regarding this proposal that threatens our wetlands
Date:	Thursday, November 27, 2014 7:11:24 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

Dear Mr. Phillips,

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without.

That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

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In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,
chris woods

From: Kate Pingolt Cotner
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] FOIA Request for Section A of All Aboard Florida"s Application
Date: Thursday, October 23, 2014 12:41:10 PM

Dear Mr. Phillips,

It was a pleasure speaking with you this afternoon. Per our conversation, I would like to make a formal FOIA request for Section A of All Aboard Florida's application submitted to the U.S. Army Corps of Engineers.

Thank you in advance for your assistance.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

P Before printing this e-mail, think if it is necessary. Think Green!

From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Cc:	Dylan Reingold
Subject:	[EXTERNAL] Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP)
Date:	Thursday, October 23, 2014 1:44:16 PM
Attachments:	Request to Extend Comment Period 10-23-14.pdf

Dear Mr. Phillips,

Thank you again for taking the time to speak with me this afternoon. I have attached a formal request to extend the public comment period on permit application number SAJ-2012-01564 (SP-AWP) for an additional 27 days. Indian River County is of the opinion that it is in the best interests of the public for the U.S. Army Corps of Engineers to extend its public comment period on the referenced permit application so that it is consistent with the public comment period for the Federal Railroad Administration's Draft Environmental Impact Statement.

Thank you in advance for your consideration.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

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P Before printing this e-mail, think if it is necessary. Think Green!

From: William.Marsh@CH2M.com
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] FW: AAF Message to USACE
Date: Wednesday, November 19, 2014 2:54:11 PM

Mr. Phillips:

I am writing to request that the Corps deny All Aboard Florida's Section 404/10 permit application on the grounds that it is incomplete. Following are issues which have not been adequately addressed.

1. Cumulative and secondary effects are not adequately addressed. Negative impacts on communities by-passed and not served are not evaluated. The effect of additional accessibility is assumed to be positive, when in fact, the opposite is often the case, particularly when an area's natural resources are the main attraction. Secondary effects of increased future freight transportation are also not addressed even though new Panamax size vessels will be operating before the AAF project is complete.

2. There is inadequate assurance in Section 7.2.1 that traffic will not be significantly adversely impacted. While acknowledging increased road closings, the applicant only states they will work with State and local traffic planners. We need to see the results of any analysis and also a scope schedule, and budget for periodic reviews and updates (which in our area should be seasonal at a minimum).

3. Impacts of additional train traffic in Jonathan Dickenson State Park have not been adequately addressed. Simply using the existing tracks is not enough. There will be more trains and faster trains which will increase hazards to wildlife and present a barrier to wildlife populations.

4. DEIS Section 7 lists obtaining a 404 permit as a mitigative measure, when in fact it is a requirement for any applicant that will impact waters or wetlands of the US.

5. I do not believe the Alternatives Analysis adequately balanced the socioeconomic costs of using the existing line versus a more westerly route. The socioeconomic character of South Florida has changed remarkably since henry Flagler first created the line down the sparsely populated Florida coast. Any potential economic benefits will accrue to businesses at the termini of the AAF line - densely populated coastal communities in between should not bear the impact when other routes are available which would use existing corridors mostly through agricultural lands. The CSX and Turnpike routes are considered largely not feasible due to land acquisition concerns - insufficient justification is given and the applicant's costs should not be prioritized at the expense of the public interest. Also, a 3-hour transit time being used as a screening criterion is arbitrary - do we really feel that a 3.5 transit would be unacceptable? If so, what study supports this contention?

Thank you for your consideration.

Bill Marsh

Bill Marsh

561-529-2295

wmarsh@ch2m.com

From:	Daniel Dunn on behalf of Daniel
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] FW: ACTION NEEDED to Stop All Aboard - Thurs. Meeting 3:30 to 7 PM & Emails
Date:	Tuesday, October 28, 2014 9:10:42 AM

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The Environmental Impact Study has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens

our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted

our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

consider the blocked crossings of downtown Stuart when the RR bridge breaks down

our traffic - traffic snarls, traffic signals problematic

water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean

environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where

* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"

are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and

supporting other residents.

Martin County has prepared excellent analysis.

Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is

intended to protect.

Thank you.

Daniel Dunn, M.D., Ph.D.
309 SE Osceola Street, #350
Stuart, FL 34994
772-781-3299

From:	Joe Faitella
To:	"To:"; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; "cc."; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] FW: Email All Aboard Objections - Due Dec 3rd
Date:	Friday, November 28, 2014 9:54:02 AM

Subject: Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From Joe Faitella

Address: 1286 sw alligator st palm city fla

****

From: sdurjan
To: sdurjan@bellsouth.net
Subject: [EXTERNAL] Fw: OPPOSED TO ALL ABOARD FLORIDA
Date: Wednesday, December 03, 2014 10:56:16 AM

On Wednesday, December 3, 2014 10:53 AM, sdurjan <sdurjan@bellsouth.net> wrote:

This project is being shoved down our throats against our will! Our historic downtown is within 100 feet of the FECR tracks! Our community hospital is located on the waterfront downtown and must be accessed by crossing the tracks! This will be disastrous trying to get critically ill and injured people to the hospital quickly. My husband is a retired Lt.firefighter with MCFR, I am a critical care nurse. This will cost lives! We have a large population of boating and fishing enthusiasts, including commercial fishing that will be affected by the train draw bridge going up all day long!
I would beg you to please not destroy our community and negatively affect us in so many ways!

Sincerely,
Susan Durjan
Palm City, FL

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 <http://www.theguardiansofmartincounty.org/>
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

From: edermatt@comcast.net
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Fwd: AAF DEIS Comments By Mistake
Date: Thursday, October 23, 2014 8:30:35 PM

Please accept my sincere apologies for inadvertently sending you a very, very rough draft of my comments on the AAF project. I will send you the final version in a few days.

Sincerely,

Matt Eder

From: SUNWRENT@aol.com
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Fwd: AAF DEIS Comments
Date: Saturday, November 29, 2014 10:00:09 AM
Attachments: FinalDEISComments.docx

From: SUNWRENT@aol.com
To: aaf_comments@vhb.com
Sent: 11/18/2014 11:57:48 Eastern Standard Time
Subj: AAF DEIS Comments

Attached are some of my comments regarding the Draft Environmental Statement issued by All Aboard Florida.
Jane Schnee
Sebastian, FL

From: Hibanx@aol.com
To: Evelyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject: [EXTERNAL] Fwd: All Aboard Florida over St. Lucie River
Date: Saturday, November 01, 2014 9:54:19 AM

TO ALL WHO ARE CONCERNED WITH RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY:
ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request "after vehicle traffic clears".

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on

their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.
Stanley M. Welsh, Jensen Beach,FL 34957

From:	Lin Childress
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; john.winkle@dot.gov; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com; CongressmanPatrick.Murphy@mail.house.gov
Subject:	[EXTERNAL] Fwd: All Aboard Florida
Date:	Tuesday, December 02, 2014 8:41:48 PM

I agree exactly with the words expressed in Howard Snoweiss' e-mail, and urge you all to consider the drastic consequences that will result for the residents of the Treasure Coast from blocking all traffic circles, backing up traffic for miles, preventing boat traffic from going through the St. Lucie River because of the railroad bridge being up, noise in the adjacent suburbs, from the wealthiest tax payers to the poor tax payers. This would change the face of the Treasure Coast forever, ruin property values, dramatically reduce the quality of life of all residents, all for the greed of the owners of the railroad and all who support All Aboard Florida.

Begin forwarded message:

From: Howard Snoweiss <hsnoweiss@me.com>

Subject: All Aboard Florida

Date: December 2, 2014 6:21:19 PM EST

To: Andrew.W.Phillips@usace.army.mil, David.Keys@noaa.gov, john.winkle@dot.gov, Anthony.Foxx@dot.gov, Negron.Joe.web@flsenate.gov, GHarrell@GayleHarrell.com, BillNelson@senate.gov, Rick.Scott@eog.myflorida.com, CongressmanPatrick.Murphy@mail.house.gov

Gentlemen,

This project is being build and operated in the wrong place. Tracks should be either built west along the Florida
Turnpike or using existing tracks further west. AFF is looking for the least expensive way to implement their project
which will cause great damage to the communities in their path. Both automobile and boat traffic will be totally disrupted
from Miami through the Treasure Coast. Do the residents from Miami to West Palm Beach not realize what it will do
and the delays congestion it will cause to their traffic patterns? We believe this project is all about freight, as no passenger
rail service in the United States is profitable. Just another reason for the Railroad Comission to move it west!

Sincerely,
Howard Snoweiss

Howard Snoweiss

2920 S.E. Dune Drive #130
Stuart Fl. 34996
772 334-7013
hsnoweiss@mac.com

From:	Micco Home Owners
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Fwd: Comments on the Draft Environmental Impact Statement for All Aboard Florida
Date:	Tuesday, December 02, 2014 7:24:04 PM
Attachments:	image.png MHOA - Bridge - St. Sebastian River (2).docx Bridge Aerial & AAF overlay.docx S-Curve and Little Hollywood Homes.docx

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We are forwarding comments previously provided to the Federal Railroad Administration concerning the Florida All Aboard passenger rail proposal. As you will see we have serious concerns about the demolition an and replacement of the St. Sebastian River Bridge.

---------- Forwarded message ----------
From: Micco Home Owners <miccohomeowners@gmail.com>
Date: Fri, Nov 21, 2014 at 11:21 AM
Subject: Comments on the Draft Environmental Impact Statement for All Aboard Florida
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, Thad Altman <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, "Commissioner, D1" <D1.Commissioner@brevardcounty.us>, "Commissioner, D2" <D2.Commissioner@brevardcounty.us>, "Commissioner, D3" <D3.Commissioner@brevardcounty.us>, "Commissioner, D4" <D4.Commissioner@brevardcounty.us>, "Commissioner, D5" <D5.Commissioner@brevardcounty.us>, "Whitten, Stockton E" <Stockton.Whitten@brevardcounty.us>, "Knox, Scott L" <Scott.knox@brevardcounty.us>, Chelle Woods <chellepaints@aol.com>, Joan Legue <datadocmicco@att.net>, Jan Black <jbmicco@comcast.net>, Sue Olson <jerryandsue1967@bellsouth.net>, jcstargate@att.net, Henriette Daulton <h.daulton@comcast.net>, Gloria Fleming <gloriafleming456@aol.com>, Dick Gee <dickbarbgee66@aol.com>, Joanne Paganelli <dpag7400@comcast.net>, Barbara Reisert <babsnearl@aol.com>, Wilma Weglein <jweglein@cfl.rr.com>

Inline image 1

DATE: November 21, 2014

TO: John.Winkle@DOT.gov <mailto:John.Winkle@DOT.gov> and AAF_comments@vhb.com <mailto:AAF_comments@vhb.com> (AAF_comments@vhb.com)

FROM: Micco Homeowner's Association Email address: miccohomeowners@gmail.com <mailto:miccohomeowners@gmail.com>

SUBJECT: All Aboard Florida Comments on the Draft Environmental Impact Statement

---

Micco Homeowner's Association represents more than 9,000 residents of unincorporated Brevard County

living in the neighborhoods of Barefoot Bay, Fleming Grant, Little Hollywood, Pelican Bay, River Grove, and Snug Harbor Lakes & Village We are providing for you careful review our list of concerns regarding the demolition and replacement of the St. Sebastian River Railroad Bridge located at the county line between Indian River and Brevard counties as follows:

Page 6-5, 6.4.2 Section 4 (F) St. Sebastian River Bridge - The Project requires that the St. Sebastian River Bridge, a structure located within the FECR right-of-way, be demolished to construct a new structurally-sound bridge able to accommodate the future passenger and freight traffic. Page 6-5, 6.4.2.2 Proposed Use - AAF proposes to construct a new twin independent ballast deck structure with concrete piers, located to the east of the existing railroad bridges. The demolition and removal of the westernmost bridge is necessary to protect navigation uses on the waterway, as determined by the USCG. The demolition of the bridge is an adverse effect under Section 106 (see Section 5.4.5 in Chapter 5 for the finding of adverse effect) and therefore constitutes a use under Section 4(f). The bridge is within the FECR right-of-way and no property acquisition is required.

1. The DEIS fails to represent in Bridge Crossing Map Appendix 5.3.1A, Page 6 the curve at the Brevard end (north) of the bridge (photo attached). 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 neighborhood of Micco in Brevard County.

2. The DEIS fails to comment on new impacts to existing private property adjacent to the tracks in the Little Hollywood neighborhood of Micco in southern Brevard County (photo provided). In the 88 years since the current St. Sebastian River Bridge was constructed in 1926, the Florida East Coast Railway has NEVER operated on a track to the east of its current location as the bridge enters Brevard County. If the proposed eastern track across the St. Sebastian River Bridge reaches land in Brevard County homeowners adjacent to the tracks will find themselves with freight and passenger trains rumbling and vibrating that much closer to their bedrooms. Additionally, when the bridge meets the land in Brevard County the rail-bed is raised about four feet. This causes further concerns about property damage due to vibrations and possible derailment. The DEIS is silent on these concerns.

3. The DEIS fails to consider any loss of property value and reduced home sales due to the tracks new route to the east. Additionally, should there be an engineering or construction error when building the new bridge, residents have real concerns their property will be taken by eminent domain procedures, also not addressed in the DEIS document.

4. The DEIS fails to include information on the Holly/Azalea Street road crossing, one-half mile south of the landfall of the St. Sebastian Bridge in Brevard County. This crossing is also not included in the list of crossing contained in the FRA Diagnostic Review. Additionally, the new track to the east will somehow have to connect with the existing track near this road crossing. Again, there is no information on whether this crossing will be impacted by the reconfiguration of the tracks, whether the crossing will be realigned or what safety equipment is planned for the crossing.

5. The DEIS fails to comment on where and how construction equipment will be staged, and whether construction noise and vibrations will impact private property.

6. The DEIS fails to comment on how bridge construction and the placement of pilings will impact the annual winter migration of the West Indian Manatee into the St. Sebastian River. The mammal is a year round resident in the river. However, large numbers of wintering manatees begin arriving in November and stay through March. No steps are described that would protect or prevent the West Indian Manatee from being harmed during construction and when driving piling to bedrock for bridge construction.

7. The DEIS fails to include any steps to protect endangered wildlife, fish or their habitat from falling debris or vibration and noise, except to say “will be mitigated.” How do you mitigate a fish kill, dead manatee, dead wood-stork, or loss of their habitat? You can’t create a mitigation bank for these concerns.

8. Page 5-73 Environmental Consequences 5.2.6.2 Local Context: “Sea level is predicted to rise 1 foot

from the 2010 level between 2040 and 2070, but a 2-foot rise is possible by 2060."

The DEIS fails to state how the St. Sebastian River Bridge or any other bridge will meet the requirements as stated by the Corps of Engineers Permit application "all new structures would retain existing vertical and horizontal clearances." Rising sea levels will not only change the height of bridge for boaters, but will likely erode the banks and shoreline where the bridge will make landfall. Again, the DEIS is silent on these issues.

9. The DEIS fails to account for the economic impact on area scenic boat tour operators, commercial blue crab fisherman and fishing guides who make their living on the St. Sebastian River. No information is provided on how those making their living from the river will deal with the consequences of the construction of a new bridge on the St. Sebastian River as well as the demolition of the current rail bridge. A partial list of area fishing and tour guides can be found here: http://www.sebastianchamber.com/ <http://www.sebastianchamber.com/>

10. Page 4-77 Affected Environment Table 4.3.4-2 Floodway Crossings within the Project Study Area – Table incorrectly places the St. Sebastian River in St. Lucie County 50 miles south of its actual location in at the Indian River-Brevard County line.

Micco Homeowner's Association is respectfully asking the Railroad Administration to reject the flawed Draft Environmental Statement and to direct All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal.

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

Sincerely,

Micco Homeowner's Association

Miccohomeowners@gmail.com <mailto:Miccohomeowners@gmail.com>

(3) Attachments

Copy: Governor Scott, Senator Nelson, Senator Rubio, Congressman Posey, State Senator Gardiner, State Senator Altman, Representative Tobia, Representative Goodman Representative Workman, Speaker Crisafulli, FDOT Secty Prasad, Corps of Engineers, Micco Homeowners Board of Directors, Brevard County Board of County Commissioner and County Manager

From: edermatt@comcast.net
To: AAF comments; John Winkle; Phillips, Andrew W SAJ; Evelyn Smart
Cc: Negron Joe web; Patrick Murphy; Bill@BillNelson.senate.gov; GHarrell@GayleHarrell.com
Subject: [EXTERNAL] Fwd: DEIS Comments and Concerns
Date: Wednesday, October 29, 2014 4:40:11 PM

Subject: DEIS Comments and Concerns

Ladies and Gentlemen:

After reviewing certain sections of the Draft Environmental Impact Statement (DEIS) I would like to share with you some comments and concerns I have specifically on the St. Lucie River draw bridge portion of the report as well as the overall content of the report.

For the sake of brevity only some of many contentious points are mentioned here, there are many more, including what the real purpose of the project is and why the lack of transparency on AAF's part ?

Report Integrity
First of all, I question the impartiality of how the report was generated and how that influenced the accuracy of the contents of the report. The parent company of All Aboard Florida paid a consulting firm, the Louis Berger Group (LBG), to generate the important data that supports the AAF position. That data was then passed on to the Federal Railroad Administration (FRA) to write the DEIS. Clearly this indicates a conflict of interest. The following analysis of some of the data contained in the DEIS will illustrate the point of view that the Berger Group study is biased to favor the AAF objectives.

Ridership
The entire project's economic feasibility is based on ridership projections. Without substantial ridership the project is doomed to be a financial disaster which AAF is asking the US taxpayer to subsidize in case of a loan default. The DEIS makes the point on page 3-5 that ridership is first and foremost determined by point to point travel time. The report chose the acceptable end point to endpoint time (Miami to Orlando) to be 3 hours and 15 minutes or less based on a sensitivity analysis detailed in Appendix 3.3-F. It mentions that the time required to reach an AAF station is another variable that affects ridership. However, no data is presented to show how that influences ridership. That variable is totally dependent on the distance from the home base of the traveler to one of the 4 stations and from the terminating station to the other home base. If any of these stations is further than walking distance from the home base it will require another mode of travel which will negatively impact the ridership. The DEIS totally ignores this variable and only concentrates on rail end point to end point time. Admittedly, Phase I of this project may have merit because it could attract sufficient ridership since it can service long distance commuters over the highly populated Miami to West Palm Beach corridor. The same cannot be said for Phase II, the WPB to Orlando corridor. This is obvious because AAF has made it abundantly clear that no station will be built between West Palm Beach and Orlando. Page 4-13 states that average travel time between Miami and Orlando via automobile is 4 hours, 15 minutes via I-95 and 3 hours, 50 minutes via the Florida Turnpike. That is 1 hour or 35 minutes longer than the projected AAF travel time, depending on which highway is used. Why would anybody give up the convenience of driving a car from the home base to the destination for that amount of time difference ? Not only that, but since the average occupancy of an automobile is more than 2 persons it is considerably less expensive to travel via automobile on a per person basis than using the rail. Furthermore, ridership is driven primarily by cost and not by time duration. If there is any doubt about that subject one only needs to examine the current air travel industry. Most passengers search for the lowest airfare, period, except perhaps the occasional last minute business traveler that has no other choice. A good example of this point is the Super Sonic Transport (SST) aircraft that cut transatlantic travel time in half but failed financially. This brings up the most contentious point of the entire report. There is absolutely no mention of what the fare for the different segments might be. Any serious business plan that has any merit must contain that information. Without the fare information how can

there be credible ridership projection and for that matter an economic feasibility determination ?

Need

The argument that Florida's population growth needs this passenger rail line to counter the overcrowding of the I-95 and Florida Turnpike is only partially true. The data on page 2-4,Table 2.3-1, shows that the Miami to WPB vehicle traffic is indeed at its capacity. However, from WPB northward, the combined I-95 and Florida Turnpike projected vehicle traffic will not reach capacity until 2040. Where is the great urgency to have a passenger rail service north of WPB when the current highways won't reach capacity for another 25 years? Furthermore, most population growth will probably take place a significant distance west of the FECR line. A cursory look at real estate development will verify this. Hence to get access to train stations will require the use of personal automobile or other transportation to get to the stations. If passengers will actually choose this two mode transportation, which is extremely doubtful, will there be sufficient parking spaces at all stations ?

Bridge and Road Closure Time

Another highly misleading data is the use of average gate closure time. The 1.7 minutes average closure time is probably a realistic assessment for road crossings for passenger trains per page S-9. However for a freight train 2 miles long even at maximum speed takes 4 minutes plus gate activation for the train to pass a road crossing. For the St. Lucie bridge crossing there will be a significant negative impact to boat traffic and vehicle traffic. The St. Lucie River bridge is the bottleneck of the N-S corridor since it will remain a single track bridge. The potential for huge backups for boats on the river and vehicle traffic just north and south of the railroad bridge is a reality. A worst case scenario is that a north bound freight train and a north bound passenger train as well as southbound freight train and a southbound passenger train are approaching the St. Lucie River bridge at the same time. Assuming that the two passenger trains will pass over the bridge first and the two freight trains will either have to slow down or stop and accelerate back up to allowable speed, the total time for bride closure can be much longer than the average projected time, especially since the freight trains can be up to 12000 ft. in length. This not only affects boat traffic but major vehicle arteries just north and south of the bridge that would be closed much longer than stated in the DEIS. AAF (via an impartial third party) needs to be challenged to provide realistic, longest local closure times of road crossings close to the bridge as well as the railroad bridge itself. This bottleneck situation at the St. Lucie bridge should be mitigated by making the bridge a two track bridge like most bridges impacted by this project.

Accident Probability

Something that is missing in this report is a probabilistic analysis of the potential of train mishaps occurring in the bottleneck section of the track. The curvature of the track just north of the St Lucie River does not allow straightening the track since SR707 borders the track. There is a potential for a major disaster to occur. If an accident resulting in a toxic chemical spill were to take place it could ruin the river and estuary and the local economy for many years. We all remember the BP oil spill in the Gulf, and accidents do happen and most likely in congested bottle neck areas. A freight train did derail just north of the St. Lucie bridge in the sharp curvature section of the track in 2004. This is more than a possibility, it can become reality.

Cost Overruns

Another concern about this project is the cost estimate. Historically, many large scale projects of this nature have exhibited budget overruns that only surface when the project is partially completed. If this project remains a completely privately funded enterprise then there is little or no concern over this. If however, AAF receives a federal loan and then request additional funding with the project only partially completed, the US taxpayer will be on the hook for more money.

Summary and Recommendations

In summary, upon closer examination this report appears to be biased with false and misleading data. The final EIS report should use unbiased data generated by an impartial third party. The data should use accurate, local, not corridor average times, for bridge and road closings for the immediate vicinity of the St. Lucie River bridge. It will provide Stuart residents and government agencies that play a role in the approval of this project with a clear picture of the impact this project will have.

Long closure times at the St. Lucie bridge could be alleviated by building a new, 2 track bridge. An additional option that AAF should consider is to run the majority of freight trains at night when vehicle and boat traffic is minimal.

Thank you for your consideration of our concerns.

Sincerely,
Matthias Eder

From: rinka
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Fwd: not all aboard florida
Date: Wednesday, October 29, 2014 1:42:18 PM

---

resent this again today.....reading the newspaper this a.m. was an eye opener and i do feel this is landing on deaf ears, however, i see some underhanded things that have been done with our local officials, especially with rick scott and his corporate followers and staff, and yes there are a few democrats but the majority point to scott. this was planned many, many years ago behind closed doors and when it hit the public all hell broke loose. i believe they were hoping to make this a reality before the public found out.....they mentioned patrick murphy who received $1,000 which he gave back but that doesn't touch the hundreds of thousands and millions scott and cronies received on the QT and took that to banks overseas, thats my guess where they put it, but they didn't give it back!

-----Original Message-----
From: rinka <rinkaj@aol.com>
To: AAF_comments <AAF_comments@vhb.com>
Sent: Sun, Oct 26, 2014 11:18 am
Subject: not all aboard florida

since you choose to ignore my concerns, i am resending this to you. you may want to read it as this is VERY IMPORTANT TO ME AND ALL RESIDENTS OF MARTIN COUNTY.....

ARE YOU KIDDING ME,

i am appalled at the arrogance that AAF blatantly makes comments that this would be a good thing for stuart, fl and all of martin county. the fortress investors are salivating as we speak "putting one over" on the residents and business's in and around martin county. they are already lining up at their banks to deposit the riches on the backs of tax paying people who have earned their retirements and chose to live a more tranquil life in their later years not to mention families raising children in the area.

the bulling tactics that they are trying to use on the animal business owner in Vero beach, expressing they will take over his parking areas because they own the spots (strong arming) a man whose livelihood is his means of having a life for himself and his family, OUTRAGEOUS!

among other things with this assine idea brings is:

the safety issues,

road gridlock,

maritime gridlock,

emergency vechiles trying to reach hospitals and or people at home, on the beach, at shopping centers, in a life or death situation,

derailments (and this will happen) in the vicinity of homes, events, festivals, picnics or just walking across the tracks to reach the other side during an outing.

chemical spills should the unthinkable happen.

all its going to take is only one human life for this to happen and that is one life to many.

property values, yes this will occur.

you must start listening to the public. I'm sure as i write this, that the pockets of many, and i say many politicians have been greased already and didn't expect a back lash from these communities to occur as it did and now are back tracking and changing their stand on this issue.

it is obvious that these greedy stockholders and all companies invested in this debacle do not live in florida especially on the east coast where these train will be barreling through.

the obvious ruse is not passenger train service, this will not turn a profit and they know it. the real reason for this is moving FREIGHT TRAINS up north and across the united states to any and all destinations for profit. passenger trains DO NOT make profits, read up on your history re: passenger service all over the country.

take this train and put it in the middle of the state where it belongs, not in the most populated areas within martin county. i could go on and on but i fear this is FALLING ON DEAF EARS AND THE PROJECT FOR THE TRAIN IS A SLAM DUNK.

heres hoping you don't have friends, family, mothers, fathers grandparents, grandchildren don't live here because YOUR THROWING THEM UNDER THE BUS for your own personal gains.

irene jennings
stuart, fl 34997

should you have any questions you want answer, just call me, ill tell it like it is and you can take that to the bank!

From:	pavallier
To:	Everlyn.smart@uscg.mil,andrew.w.phillips@usace.army.mil,david.keys@noaa.gov; Phillips, Andrew W SAJ; david.keys@noaa.gov
Subject:	[EXTERNAL] Fwd: Stop All Aboard before it closes the only route vessels have to cross peninsula of Florida
Date:	Saturday, November 01, 2014 10:55:27 AM

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

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request "after vehicle traffic clears".

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's "Panama Canal" completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those

vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to death.

I certainly endorse the message authored by Barbara Cook below.
Paul Vallier
2600 S. Kanner Hwy, apt S-1
Stuart, Fl, 34994

Sincerely,
/s/ Barbara Cook
Barbara A. Kreitz Cook, Esq.
Royal Palm Financial Center
759 SW Fed. Hwy. Suite 216
Stuart, FL 34994-2972
BarbCook@BarbCookLaw.com

From:	ellen moody
Subject:	[EXTERNAL] Help.. All Aboard Florida will have a very damaging impact on our town and surrounding communities
Date:	Thursday, November 06, 2014 10:18:55 PM

Please speak up to stop this project from getting any more support from our officials that should be protecting us.

Please help to make the terrible environmental and economic impact from this horrendous project public. It does not make sense for so many communities to be damaged by the upheaval in our ability to reach our hospitals, seashore, turnpike and interstate.

ALL ABOARD FLORIDA does not make any sense to most of the towns through which it plans to travel. These towns would not receive any benefit but would be burdened with maintaining the equipment that is needed to add 32+ trains that will bisect their towns daily.

The flow of our maritime traffic would be slowed down, disrupted and negatively impact our real estate, tourism, leisure and boating industries.

Please help to STOP these trains now before this poorly conceived project keeps moving closer to a very bad reality.

Thank you for everything you do to support all of the towns that rely on you and are not receiving enough support in getting the facts out and stopping the funding for this project.

Sincerely, Ellen Moody

From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Cc:	Dylan Reingold
Subject:	[EXTERNAL] Indian River County"s Comments to SAJ-2012-01564(SP-AWP)
Date:	Wednesday, December 03, 2014 3:49:51 PM
Attachments:	Indian River County"s Comments to USACE re SAJ-2012-01564.pdf

Dear Mr. Phillips,

I have attached Indian River County's comments to the Army Corps of Engineers application number SAJ-2012-01564(SP-AWP) concerning All Aboard Florida's proposed passenger rail service between Miami and Orlando, Florida. Please be advised that Indian River County will be sending additional emails to submit its exhibits.

Thank you in advance for your attention to this matter.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

P Before printing this e-mail, think if it is necessary. Think Green!

From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Indian River County"s Exhibits to Comments re SAJ-2012-01564(SP-AWP) Part I
Date:	Wednesday, December 03, 2014 3:56:36 PM
Attachments:	1 - List of Exhibits.PDF Exhibit A - USDOT NEPA Order.pdf Exhibit B - FRA AAF Engineering Report.pdf Exhibit C - FHSRA Alternatives Study.pdf

---

Dear Mr. Phillips,

I have attached Exhibits A-C to Indian River County's Comments concerning application number SAJ-2012-01564(SP-AWP).

Thank you,

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com

Phone: (772) 226-1406

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From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Indian River County"s Exhibits to Comments re SAJ-2012-01564(SP-AWP) Part III
Date:	Wednesday, December 03, 2014 4:01:15 PM
Attachments:	Exhibit G - Tri-Rail Report 2010.pdf Exhibit H - Tri-Rail Report 2011.pdf

Dear Mr. Phillips,

I have attached Exhibits G-H to Indian River County's Comments concerning application number SAJ-2012-01564(SP-AWP).

Thank you,

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

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P Before printing this e-mail, think if it is necessary. Think Green!

From:	Lee Craft
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] LOSS OF LIFE due to crossing delays
Date:	Tuesday, December 02, 2014 1:02:26 PM

My Name: Lee Craft

My Email: alcraft7@gmail.com

My Address:

8095 SE Golfhouse drive
Hobe Sound, FL 33455

Delayed medical response and other emergencies would result in loss of life.This is in your hands. Quality of life , declined property values need to be considered .Where are these calculations ?

Another political program that is an affront to the home owners and tax payers

From:	Domenica Labbate on behalf of Ed Fielding
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Martin County Comments - Part 3
Date:	Tuesday, December 02, 2014 4:59:47 PM
Attachments:	MartinCountyComments3_AAF.pdf
Importance:	High

Attached the third and final segment – Martin County's comments on AAF.

Originals will follow via FedEx.

Thank you for your consideration

<http://www.martin.fl.us/web_docs/wwwdev/home/imgs/signature/eSignature_All.png>

"The comments and opinions expressed herein are those of the author of this message and may not reflect the policies of the Martin County Board of County Commissioners. Under Florida Law, email addresses are public records. If you do not want your email address released in response to a public records request do not send electronic mail to this entity. Instead, contact this office by phone or in writing."

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From:	Donald Hansen
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Move All Aboard Florida High Speed Trains West
Date:	Sunday, November 16, 2014 10:04:41 AM

My Name: Donald Hansen

My Email: dony_eva@yahoo.com

My Address:

2430 Harbor Cove Drive
Fort Pierce, Florida 34949

I write as a long-time resident of Florida, 37 years in Miami and now 10 years in Fort Pierce. My three adult children with families live from Boca Raton to Fort Pierce, and share my opinion. Our concern is about the All Aboard Florida high-speed rail proposal. This proposal is said to have strong support in the terminal cities, Miami and Orlando, but is strongly opposed by the many thousands of people living along the intercity route between these cities. I need not repeat the many ways in which the proposed route will be inimical to their quality of life as these have been aired extensively. Among my acquaintances the negative opinion is all but unanimous. The recent public meetings organized by FRA, like the EIS, were a sham that revealed the FRA as an agency focused on promotion of rail activity, rather than on development of optimal public policy.
The project may or may not succeed financially, but citizens of the destination cities apparently anticipate a positive economic result. The population along the route conversely, will lose economically, and in quality of life issues, but with no compensating values. The obvious optimal public policy solution is to move the intercity route west, away from the highly populated, and hurricane vulnerable coast. This would enable the destination cities to reap whatever economic value is obtained, while not degrading the quality of life of he population along the route.
Thank you,
Donald Hansen, PhD
Fort Pierce, FL

From:	GERALD M. WARD
To:	memsenior; TED GUY; jody51; APRIL PRICE; ALAN RICHARD; CDCONENG; CDENGINER; Charles Isiminger; GEORGE GENTILE
Cc:	mcrosley; JANET ZIMMERMAN; gscambler; mgrella; mbusha; ddonald; richard.moore; Phillips, Andrew W SAJ
Subject:	[EXTERNAL] MOVEABLE BRIDGES - LOXAHATCHEE RIVER (JID) AND OKEECHOBEE WATERWAY (FIND)
Date:	Wednesday, December 03, 2014 6:26:03 AM

FOLK

GIVEN THE MASSIVE AMOUNT OF MANHOURS SPENT ON THESE TWO SUBJECTS BECAUSE THE FEDS HAVE SORT OF IGNORED THE UNREASONBLY OBSTRUCTIVE BRIDGE CONDITIONS FOR DECADES AT SUBJECT BRIDGES, I HAVE SENT THE ATTACHED IN WORD 2013, TWO LETTERS BEFORE THE 1 AND 3 DECEMBER 2014 DEADLINES OF THE USCG AND FRA.

THE "ALL ABOARD FLORIDA" FIASCO DEMONSTRATES HOW FOLK ARE MORE INTO AVOIDING REQUIREMENTS THAN ATTEMPTING TO COMPLY. MOST OF US DO NOT HAVE THE TIME TO ADDRESS EACH OF THE PROBLEMS THAT AAF BRINGS, BUT, HOPEFULLY THE TWO PRIME AGENCIES WILL NOW SEEK TO ADDRESS IN DETAIL THEIR RESPONSIBILITIES. THE HIGHER LEVEL GOVERNMENTS OF JUPITER, STUART, MARTIN COUNTY, JID & FIND NEED TO FOLLOW-UP!

GERRY
1403USCGAAF

From:	Julia@juliasansevere.com
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] Navigation Survey and Commentary
Date:	Saturday, November 01, 2014 1:57:48 PM
Attachments:	image004.png 10-31-14 Coast Guard Survey_Sansevere.pdf

---

Dear Coast Guard,

Attached is my navigation survey and commentary.

I IMPLORE you to deny AAF/FECI permission to use the railroad bridges going over the rivers in the survey for their “high-speed train” idea. We should not be subjected to the dangers and chaos this would cause. They should build tracks west of our towns or utilize CSX tracks already in place. Their plan just does not make sense in today’s world, where quiet little towns have grown up all around where it was once “no man’s land” – they really need to go west of our towns where it is actually still “no man’s land” to build their tracks, for what I believe, along with many, many others, is simply to move more freight through the state when the passenger rail idea flops.

We came to this area for the ability to boat and fish and for the small town atmosphere. FECI/AAF want to destroy life as we and many others know it.

Thanks and Regards,

Julia Sansevere
REALTOR®, GRI, PMN, SSRS, TRC

International President's Circle Award, COLDWELL BANKER RESIDENTIAL REAL ESTATE

Honor Society, FLORIDA REALTORS

Previews International ~ Waterfront & Luxury Home Specialist ~ "Helping Dreams Come True, One Home At A Time" ~ I Love Referrals!

2369 SE Federal Hwy, Stuart, FL 34994

CELL: 772 919-1385 ~ FAX: 772 287-3000

EMAIL: Julia@JuliaSansevere.com <mailto:Julia@JuliaSansevere.com>

Facebook <https://www.facebook.com/pages/Julia-Sansevere-Florida-Waterfront-Specialist/167339576611056> Julia Sansevere, Florida Waterfront Specialist

Twitter <http://twitter.com/juliasansevere> @juliasansevere

LinkedIn <http://www.linkedin.com/in/juliasansevere> Julia Sansevere

YouTube_icon <http://www.youtube.com/user/juliacsansevere> Julia Sansevere

WEBPAGE TO SEARCH ALL FLORIDA PROPERTIES: www.JuliaSansevere.com

<http://www.juliasansevere.com/>

Want to search the MLS like a Realtor? Click this link to sign up for a free Listingbook account: Listingbook <http://juliasansevere.listingbook.com/>

Women's Council of Realtors®, Florida State Chapter: 2011 Ways & Means Chair; Stuart-Martin County Chapter: 2010-2011 Ways & Means Chair, 2009 Past President, 2009 Realtor® of the Year, 2008 Businesswoman of the Year

From:	pavallier
To:	Evelyn.smart@uscg.mil,andrew.w.phillips@usace.army.mil,david.keys@noaa.gov; Phillips, Andrew W SAJ; david.keys@noaa.gov
Subject:	[EXTERNAL] NEED YOUR SUPPORT TO Stop "All Aboard"
Date:	Saturday, November 01, 2014 2:21:59 PM

Stop All Aboard -

for Coast Guard and Corps and NOAA re the RR Bridge At Indian Street Bridge and our Navigation routes:

TO ALL WHO ARE CONCERNED WITH RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY:
ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west

of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request “after vehicle traffic clears”.

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida’s Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

I completely agree with these opinions and facts originally put forth by Ms Barbara Cook

Paul Vallier
2600 S. Kanner Hwy, S-1
Stuart Fl. 34994

Sincerely,
/s/ Barbara Cook
Barbara A. Kreitz Cook, Esq.
Royal Palm Financial Center
759 SW Fed. Hwy. Suite 216
Stuart, FL 34994-2972

BarbCook@BarbCookLaw.com

From:	Roxanne Howard
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] Negative Impact of High Speed Train in our Community - Please read.
Date:	Wednesday, October 29, 2014 1:23:10 PM

To All Whom this Concerns,
We live in Hobe Sound and frequent Stuart by boat and by car.
The negative impact to our community by high speed trains at a rate of 32 times per day is so large it's hard to imagine that the idea has even gotten as far as it has. It is upsetting to every person Ive spoken to when the subject is brought up.

*It is hazardous!

(1)We have children who cross the tracks regularly in our neighborhood to get to the beach and fishing. (THIS ALONE IS REASON TO STOP ALL TALKS!)
(2)We have an elderly population who live along the coast who need transportation to the Hospital's for emergencies. Minutes can save a life! Just because the Train itself travels at a high speed means nothing when the crossing bars must go up and down. In Stuart as it is now just one train snarls traffic. The proposal is for 32 More!
(3) Elder population crossing tracks. They are hard of hearing and slow moving.
Just these reasons alone would be reason to STOP ANY Ongoing considerations. If one child or elder looses a limb or life it was the wrong move! Especially when the questions of safety were raised prior to your separate departments of state and individuals who were in charge at the time the Rail was implemented. Litigation would cost the tax payers enormous sums of money.
(4)Our local festivals have a large attendance of families and people. These festivals are located in areas along the waterways and the Rail Road tracks. In Hobe Sound alone the attendance is 30,000 people for our yearly Art Fest right along the TRACKS!! Stuart & Port Salerno have multiple events along the tracks as well.
The Railroad Tracks run between our communities and our beautiful Waterways.

Loss of quality of life.
(1) Noise for residents, rattling of homes.
(2) Constant interruption of driving. Nuisance.
(3) Forget trying to boat in Martin County, Stuart area. Our experience with The train bridge that crosses the Inter-coastal Waterway is already a rough situation. We waited one night over 40 minutes to try to cross to go home one evening after a night of dinner and boating. That was because it took the bridge that long to lower for a train and another was behind it so the bridge had to stay down. We are not exaggerating!
(4) Downtown areas of Hobe Sound, Port Salerno, and Stuart have a wonderful vibrant atmosphere that will be lost with trains wizzing back & forth all day long. Did we mention it was also DANGEROUS?!

Loss of property Value.
Again the Railroad that is soliciting for this High Speed Rail ran its tracks along the beautiful waterways of South Florida. People also love this area. It is a great place to build homes and live a wonderful lifestyle.
Homeowners have a right to maintain their lifestyle as they have grown accustomed. The detriment to property values in our community will be huge which in turn would impact our tax role income.

In conclusion: It appears the negative impact to our communities is far too broad to ignore and potential loss of life makes it not worth it.
If the State Depts. feel there is a need for such a train or increase in train traffic is necessary for future growth it makes more common sense to send these trains to the West. If people want to transport from major areas to other major cities we have used MAGABUS in Texas and it was incredibly cost effective, efficient and just as fast as a train that has to makes stops. We highly recommend it :)
It is a private enterprise that will not suck money from already stressed State Funds.

Freight should move to the West where it has less impact on communities and lives and interrupt the biggest industry Florida has, Tourism! Our waterway communities and the Tax Role they provide are vital to our State.

Please join us in protecting our children, elders, property values, and way of life. Object to All Aboard EIS.

Thank you for reading.
Roxanne & Clayton Howard

From:	Arlene Seidenspinner
To:	":"; Phillips, Andrew W SAJ; "--"
Subject:	[EXTERNAL] NO TO ALL ABOARD FLORIDA!!!!!!!!!!!!!!!!!!!!!!!!!!!
Date:	Saturday, November 01, 2014 10:10:23 AM
Importance:	High

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the

Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

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The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

<http://www.avast.com/> This email is free from viruses and malware because avast! Antivirus <http://www.avast.com/> protection is active.

From:	Dick Landrum
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] NO to All Aboard Florida
Date:	Tuesday, October 28, 2014 9:16:39 AM

In regards to All Aboard Florida:

I am very much opposed to the railroad expansion in our area and throughout South Florida for these reasons:

· The 32 trips a day through our community will disrupt access to businesses on the other side of the tracks for all of us.

· The community will be divided economically such that people will change their shopping habits to stay on their side of the tracks to avoid very disruptive delays.

· Most of the communities along the FEC railroad will experience a separation that forms an East and West commercial area, and most people will plan their errands to avoid a railroad crossing, thereby decreasing the business of commercial entities considered too time consuming to visit.

· People will not be able to plan their travels around so many traffic disruptions. Many will be late to businesses, county government activities, court dates (with penalties and case loses), sports events, and importantly for Floridians- delayed going to the beaches and river causeways.

· The claim that the trains will only take a minute to clear crossings is impossible in the Stuart area- the trains have to slow down to 20 mph to cross the railroad bridge that crosses the St. Lucie River.

· There are 28 railroad crossings in Martin County alone, 352 throughout the Treasure Coast. That is way too many disruptions for a train that will bring no benefit to the entire area.

· Closing/Opening the St. Lucie River railroad bridge is a time consuming process. 32 trains a day will delay boaters in a very irresponsible way. The Code of Federal Regulations, 33 CFR 512, states that "No bridge shall at any time reasonably obstruct the free navigation of any navigable waters of the U.S." Increasing the number of train trips in our county violates this regulation excessively.

The whole idea is irresponsible to our community and very disrespectful of our time.

Sincerely,

Dick & Jane Landrum

Dick Landrum

2949 SW Cornell Ave.

Palm City, Fl 34990

772-287-4930

Dick@LandrumSoftware.com

From:	Marilyn Suarez
To:	john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] NOT aboard for the high speed train.
Date:	Wednesday, December 03, 2014 8:09:13 AM

I wish to share this message with all of you. Please do not destroy our beautiful Treasure Coast and our way of life. Marilyn Suarez

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,

Marilyn Suarez

291 SE Wallace Terrace

Port St. Lucie, FL 34983

From:	Sally Newcomm
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Not All Aboard Fl
Date:	Tuesday, December 02, 2014 7:50:16 AM

Please deny funding and permits for this project.
It will be devastating for Stuart and Martin County!
The project proclaims it is for passenger trains .
In reality it's real objective is for cargo from the expanded ports in Panama!
Have you been to see where they want to run these trains? The city of Stuart will be impacted negatively in every way. The congestion, the noise, the boat traffic on the St Lucie, emergency response traffic, fire, Police, emergency. The businesses,restaurants,and traffic close to the tracks. This is an area for pedestrians not trains running 32 times aday.
They need to take this project to the west and minimize these hazards.

Thank you for protecting this area,

Mrs. Sally Newcomm
3212 SE Putnam Ct
Stuart Fl 34997

From:	CK Sandlin
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] NOT All Aboard Florida - Please help us preserve Stuart"s downtown - and Martin County"s special ambience
Date:	Tuesday, October 28, 2014 8:47:41 PM

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down

* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"

are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and

supporting other residents.

Martin County has prepared excellent analysis.

Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public

interest your agency is intended to protect.

From:	Louise Cunha
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] NOT All Aboard Florida
Date:	Tuesday, October 28, 2014 8:52:33 AM
Attachments:	All Aboard Florida vs. 2.pdf

Louise Cunha
lcunha2@comcast.net

From:	ALLEN ATKINSON
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] Objection to All Aboard Florida Train
Date:	Saturday, November 01, 2014 11:54:02 AM

Myself, wife and friends oppose this train because I am a boater. Also the hospital is on the other side of tracks. I am older and what do they do if I need life support in an emergency room. Move the train in the middle of the state where it bothers no one.

Allen and Pat Atkinson
1270 SW Covered Bridge
Palm City, Fl 34990

From:	elzer@gate.net
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; James.Christian@dot.gov; Benito.Cunnill@dot.gov; Gavin.Jamesg@epa.gov; Mueller.heinz@epa.gov; John_Wrublik@wfs.gov; Charles_Kelso@fws.gov
Cc:	Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Objections to All Aboard Florida; Deficiencies of EIS/DEIS
Date:	Saturday, November 01, 2014 5:11:02 AM

To: Agencies reviewing All Aboard Florida
From: Martin County Conservation Alliance
Re: Deficiencies of the EIS/DEIS and Objections to Negative Impacts
Date: Nov 1, 2014

Thank you for your consideration of public comments regarding the All Aboard Florida EIS/DEIS. Florida residents need your close review and scrutiny of the EIS/DEIS data and analysis that residents and local governments have found defective and deficient.

We support the objections filed by Martin County and its municipalities. The staff time and cost has already been considerable.

Many impacts have been glossed over or ignored in the EIS/DEIS. For example, with most of the many Martin County crossings at grade, with intersections or circles nearby, the cars backed up are an issue that is ignored for both timing in the real world of intersection signals with bicyclists, school buses, community buses, trucks and walkers. The resulting air pollution is ignored.

The process of the "public hearing" and review of public comment has been a process that ignores the concerns of interested parties, and most especially those negatively affected.

The EIS/DEIS failed to address concerns raised by the Coast Guard.

The "Public Hearing" in Martin County frustrated residents and few were even aware that there was a court reporter present if they wished to make a statement. One Court reporter, in a corner of the room, for well over 700 residents and no announcement or signs of her presence is not a "public hearing."

I was at the public meeting in Martin County for well over an hour and not one general announcement was made about the process -- folks who asked badged people were told they could fill out written forms at tables and ask questions -- with mostly the answer being "I'm not the person that deals with that."

I asked to speak to the Coast Guard person and a Name-Tagged person, a consultant apparently for All Aboard, searched and then said "Oh yes, we just had them come to the meetings in Lauderdale and south and none of the meetings north of Lauderdale."

The content, or lack of content, of the EIS/DEIS is similarly fraught with deficiencies:

* The FRA Engineer Report regarding the dangers at crossings with traffic light intersections exemplifies the inadequacies of the EIS/DEIS.
* The EIS/DEIS appears to view the project as being comparable to the Eurail; the Eurail has no grade crossings and does not pose the threat that All Aboard does to the safety, health, economics of the coastal communities, to the water, to the air, to the roadways, to the wildlife (land and marine), to the budget of the local governments and to the budget of Florida.
* This is a dangerous precedent to set for future similar proposals that have the ability to effectively destroy many communities' quality of life including safety, health, economics including taxes for the

alleged benefit of a tourist area and a gambling area.

* Coastal communities have a significant negative impact not mitigated. This proposal effectively discounts Home Rule -- small areas of Miami-Dade and Orlando, maybe WPB and Ft. Lauderdale train stop areas, benefit while the remainder of the area will have serious negative impacts to safety, health, economy, taxes.
* The ridership numbers are not realistic and thus, the claimed benefits to roads are also. The comparative costs of the tickets and the connections needed at each end and time of travel compared to the low cost of car rentals affects the claims about ridership.
* The impacts to navigation are not accurately reported and analyzed. Included in the problem is that the RR bridge at the Roosevelt Bridge area is old, not to be replaced and an area not to be double-tracked. With the huge increase in traffic from slow-moving freight trains per day to 52 including fast-moving passenger trains, and heavier, longer freight trains, analysis has to include the worst case scenarios of a broken bridge -- either in the up position or in the down position. The FEC inspections of bridges are apparently NOT available to the public so risks cannot be reviewed. Accidents hitting the RR bridge are not termed that -- so even finding out when a barge rams the RR bridge is not straight-forward. "Accidents" are when one boat hits another apparently.
* Likewise, the impacts to evacuation roadways and waterways when the 27 crossings in Martin County alone will be affected by All Aboard moving their equipment to safety while residents are looking to find personal safety is not adequately addressed.
* For roads, the budget of the roads needed to accommodate changes in traffic patterns are not provided.
* For roads and waterways, the pollution to air and water from car and boat traffic waiting for trains is not fully analyzed. What happens when intersections cannot clear between trains?
* Wildlife in our Jonathan Dickinson State Park and in Savannas Preserve State Park are effectively said not to be affected by an additional track (or two) and trains going at speeds of more than 100 mph. Treasure Coast residents know about road kill and this discounting of impact is not accurate. Wetlands destruction impact is largely discounted.
* The Environmental Justice issue is substantive and real with the impacts of safety, noise and vibrations having a disproportionate impact on disadvantaged neighborhoods and small businesses.
* The 10 RR Crossings in Stuart are glossed over.
* Every resident in Martin County, and most in counties to our north and south, will be negatively impacted.

Please require full compliance and to object to the deficiencies in the EIS/DEIS. We understand that the lobbying pressure is enormous.

We believe that the EIS/DEIS is not in compliance and the process should redone with accurate information and data and full public and peer review. Without a comparison within the United States, the inadequacies of the current process could create serious negative precedents for communities and rail facilites.

Thank you for your consideration,
Martin County Conservation Alliance
By Donna Melzer, Chair

From:	Kate
To:	Phillips, Andrew W SAJ; david.keys@noaa.gov; evelyn.smart@uscg.mil
Subject:	[EXTERNAL] Opposed to All ABoard Florida
Date:	Tuesday, October 28, 2014 11:15:30 AM

All Aboard Flordia benefits the few while inconveniencing and putting at risk the many along the proposed route.

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -
our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
consider the blocked crossings of downtown Stuart when the RR bridge breaks down
our traffic - traffic snarls, traffic signals problematic
water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
our taxes - costs of roads/traffic signals, lower property values
our air quality - cars idling waiting for 32 high speed + 20 freight
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The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.
Katharine and William Miller 103 River Rd., Hobe Sound, FL 33455

From:	sdurjan
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] Opposed to All Aboard Florida
Date:	Tuesday, October 28, 2014 9:58:22 AM

I do not know a single person in my community that is in favor of this project!
When do we get a vote on this or do we just get it shoved down our throats!
Susan Durjan

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

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* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

From:	SUNWRENT@aol.com
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Permit SAJ-2012-01564(SP-AWP)
Date:	Thursday, October 30, 2014 1:51:38 PM
Attachments:	Comments Regarding.docx

Attached to this email are my comments regarding All Aboard Florida's Permit Application # SAJ-2012-01564(SP-AWP)
Sincerely,
Jane Schnee

From:	Valerie Smith
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Wednesday, November 26, 2014 1:49:39 AM

My Name: Valerie Smith

My Email: missmovealot@yahoo.com

My Address:

945 Laurel Rd NPB Fl 33408

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

Specifically, there is partial information at crossings only. There is no information between crossings. Further, the plans for crossing which are addressed, only offer partial information and only within the right of way. There is no information outside of the right of way where obvious environmental impact will occur. Where wetlands are present within the right of way and double tracking occurs, we are given no information on construction work and resulting permanent structures effecting wetlands, .

This single focus on environmental impact only within the right of way is taken to an extreme throughout the DEIS. It pretends that train whistle noise will only be heard within the right of way and not outside. In similar fashion, train and rail vibrations are assumed to only occur within the right of way. It assumes nothing will be felt or encountered outside of it.

This lack of transparency and lack of understandable information must be corrected.

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project.

That information should be presented in a public forum conducted by the Army Corps of Engineers.

The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
Valerie Smith

From:	Wayne A. Mills
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Tuesday, November 25, 2014 6:26:48 PM

My Name: Wayne A. Mills

My Email: wamills25@yahoo.com

My Address:

5051 N. Hwy A1A, Unit 14-6
Fort Pierce, Fort Pierce, Fl. 34949

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

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The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
Wayne A. Mills

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Tuesday, November 25, 2014 3:58:06 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

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Specifically, there is partial information at crossings only. There is no information between crossings. Further, the plans for crossing which are addressed, only offer partial information and only within the right of way. There is no information outside of the right of way where obvious environmental impact will occur. Where wetlands are present within the right of way and double tracking occurs, we are given no information on construction work and resulting permanent structures effecting wetlands, .

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This lack of transparency and lack of understandable information must be corrected.

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project.

That information should be presented in a public forum conducted by the Army Corps of Engineers.

The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
Sandra Haas

From:	John Chiarelli
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Tuesday, November 25, 2014 3:32:43 PM

My Name: John Chiarelli

My Email: rxgolfmusic@aol.com

My Address:

982 sw palm cove dr. Palm city florida

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

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The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
John Chiarelli

From:	Irena Mliczek
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Sunday, November 23, 2014 8:55:06 AM

My Name: Irena Mliczek

My Email: teddyirena@gmail.com

My Address:

1536 barber st sebastian fl 32958

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

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That information should be presented in a public forum conducted by the Army Corps of Engineers.

The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
Irena Mliczek

From:	bob wood
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Saturday, November 22, 2014 6:39:54 PM

My Name: bob wood

My Email: rwood46@hotmail.com

My Address:

337 chambord terrace palm beach gardens fl 33410

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

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The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
bob wood

From:	WEndy lascow
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Saturday, November 22, 2014 4:39:13 PM

My Name: WEndy lascow

My Email: wendylasciw@aol.com

My Address:

5001 sw 123 terrace
Cooper city florida 33330

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

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Thank you for considering my point of view.

Sincerely,
WEndy lascow

From:	bob wood
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Saturday, November 22, 2014 1:39:04 PM

My Name: bob wood

My Email: rwood46@hotmail.com

My Address:

337chambord terrace palm beach gardens fl 33410

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

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Thank you for considering my point of view.

Sincerely,
bob wood

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Conduct A Public Hearing - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Thursday, November 27, 2014 7:09:37 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

Dear Mr. Phillips

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014.

You have asked for a reason as to why a public hearing is necessary.

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The Army Corps of Engineers must hold a pubic hearing.

Thank you for considering my point of view.

Sincerely,
chris woods

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Tuesday, November 25, 2014 3:58:26 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

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,
Sandra Haas

From:	John Chiarelli
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Tuesday, November 25, 2014 3:34:40 PM

My Name: John Chiarelli

My Email: rxgolfmusic@aol.com

My Address:

982sw palm cove dr. Palm city. Florida

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!

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Sincerely,
John Chiarelli

From:	Jona DeSiimone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Monday, November 24, 2014 11:48:21 AM

My Name: Jona DeSiimone

My Email: jonad1@aol.com

My Address:

128 West Riverside Dr, Jupiter, FL 33469

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!

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Sincerely,
Jona DeSiimone

From:	zolline holcomb
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Sunday, November 23, 2014 11:22:36 AM

My Name: zolline holcomb

My Email: zoeholcomb@aol.com

My Address:

119 Balsa Road
Fort Pierce, Florida
34946

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!

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Sincerely,
zolline holcomb

From:	WEndy lascow
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Saturday, November 22, 2014 4:41:14 PM

My Name: WEndy lascow

My Email: wendylascow@aol.com

My Address:

5001 sw 123 terrace
Cooper city
Fl 33330

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!

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Thank you.

Sincerely,
WEndy lascow

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please conduct a public hearing regarding All Aboard Florida"s permit to pass through Treasure Coast wetlands
Date:	Thursday, November 27, 2014 7:10:12 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

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!

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Thank you.

Sincerely,
chris woods

From:	Brandy S
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] PLEASE DENY ALL ABOARD FLORIDA FUNDING AND PERMITS
Date:	Monday, December 01, 2014 7:41:21 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts,

safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Brandy Swartz

1449 S.W. Ibis St.

Palm City, FL 34990

From:	Dick Landrum
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard Florida funding and permits
Date:	Friday, November 28, 2014 4:27:36 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard Florida. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections

- boat navigation and aging RR Bridges - the modeling is inaccurate

- natural resources - the impact to rare and endangered species is disregarded

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high

- air and pollution from traffic delays is overlooked

- economic impact on all of the small towns along the proposed route

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism,

economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,

Dick and Jane Landrum

2949 SW Cornell Ave.

Palm City, Fl 34990

772-287-4930

Dick@LandrumSoftware.com

From:	Susan Yorke
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard Funding and Permits
Date:	Sunday, November 30, 2014 4:32:16 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Service;

We request that the U.S. DOT and FRA deny both the $1.6 Billion government-backed loan or the proposed $1.75 Billion tax-exempt bonding for All Aboard.

All Aboard will bring serious, negative impacts to our east coast quality of life.

The "Draft Impact Environmental Statement" (DEIS) does not provide sufficient data and analysis to justify this spending.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation, and intersection fatalities.

The DEIS has inaccurate modeling and analysis of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS ignores the huge financial, navigation, safety, environmental risks on multiple coastal community's taxes, tourism, budget, and economies.

All Aboard isn't viable here. No privately-funded, high-speed coastal passenger railroad service has been successful in the US for more than 80 years.

The DEIS should be rejected. We need accurate data and analysis. We need answers to serious safety and quality of life concerns before this project moves forward.

Sincerely,
Susan and Paul Yorke
7501 SW Springhaven Ave
Indiantown, FL 34956

From:	Suzanne Copleston
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Monday, December 01, 2014 11:41:11 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Warmly,
Suzanne R. Copleston
Realtor®/Photographer
3277 Holly Creek Drive
Jensen Beach, Florida
srcopleston@gmail.com <mailto:srcopleston@gmail.com>

Berkshire Hathaway HomeServices FL Realty
2363 SE Ocean Blvd, Stuart, Florida 34996
Office: 772.692.8891 Fax: 772.286.2548

From:	Peter McCausland
To:	anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Monday, December 01, 2014 3:19:45 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,

Peter & Bonnie McCausland

190 Gomez Road

Hobe Sound, FL 33455

From:	Janet Preman
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits for All Aboard Florida
Date:	Monday, December 01, 2014 1:54:15 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan AND the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities. Just in Jupiter, Florida and Stuart, Florida, two hospitals are totally cut off for emergency vehicles. Also, the city of Stuart is totally cut off from the rest everything every time the trains pass.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Thank you for your time.

Janet and Edward Preman

8385 SE Ketch Court
Hobe Sound, FL 33455

From:	Michael LaCerra
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Monday, December 01, 2014 10:00:35 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Being a Martin County resident where the train tracks run right through our narrow corridor this train service will have a dramatic impact on our daily lives. The increasing train traffic will make getting around the Hobe Sound, Port Salerno and Stuart areas more difficult with the days and will make living in this managed growth area less inviting. Hard to see us have to stomach these inconveniences and the train won't even stop in our county.

Michael LaCerra

5629 SE Horseshoe Point Rd.
Stuart, FL 34997

From:	JON CHICKY
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.James@epa.gov; Muller.Heinz@epa.gov; John_Wrublik@fws.gov; Chalres_Kelso@fws.gov
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Sunday, November 30, 2014 12:14:28 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6 Billion government-backed loan and the proposed $1.75 Billion tax-exempt bonding for AllAboard. All aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- boat navigation and aging RR Bridges -I the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 MPH) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Jon E. Chicky
5 Knowles Road
Sewall's Point, FL 34996

From:	Carol Fitzpatrick
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Anthony.Foxx@dot.gov
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits.
Date:	Saturday, November 29, 2014 7:01:50 PM

Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Bill & Carol Fitzpatrick
1589 SW Sea Holly Way
Palm City, Florida 34990

From:	CK Sandlin
To:	Anthony.Foxx@dog.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	"."; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 6:07:46 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Karen Sandlin

522 SE Southwood Trail

Stuart, FL 34997

Thesandlins@live.com

From:	Tom Heinz
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 5:29:48 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

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The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Concerned citizen

Tom Heinz

3530 SE Kubin Ave

Stuart, Fl

34997

From:	CK Sandlin
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 3:42:11 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From Karen J. Sandlin

522 SE Southwood Trail

Stuart, Florida 34997

From:	Tami Monnie
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 12:01:36 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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From: Steve and Tami Ford

Address: 1645 Waterfall Blvd

Palm City, FL 34990

****

From:	Ken Desch
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 11:11:12 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

I request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From: KENNETH E. DESCH, Manufacturing General Manager

Address: 8391 SE Quail Ridge Way, Hobe Sound, Florida 33455

“ know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.”

Thomas Jefferson <http://www.brainyquote.com/quotes/authors/t/thomas_jefferson.html>

“Action will delineate and define you.”

Thomas Jefferson <http://www.brainyquote.com/quotes/authors/t/thomas_jefferson.html>

Read more at
http://www.brainyquote.com/quotes/quotes/t/thomasjeff120901.html#Qg5kystGzGMis6kt.99

Read more at
http://www.brainyquote.com/quotes/quotes/t/thomasjeff136404.html#jtdHTMfvtD2Jla1A.99

From:	Ruth Mead
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.Jamesg@epa.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Saturday, November 29, 2014 10:31:27 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

From: Ruth Mead
Address: 103 Grassy Trail, Hobe Sound, FL 33455

From:	BEARFAIR@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits!
Date:	Saturday, November 29, 2014 7:54:32 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6 Billion government-backed loan and the proposed $1.75 Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. For more than 80 years.

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Regards,

Jack Fairbrother
1031 Fairview Ln
Singer Island, FL 33404

From:	Diane Mandell
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 6:20:35 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

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Sara Mandell
12471 SE Plandome Dr.
Hobe Sound, FL 33455

From:	Hugh/Sandra Odell
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] Please Deny All Aboard funding and permits.
Date:	Friday, November 28, 2014 2:39:46 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Thank you for your attention,

Ms. Sandra Odell
Indiantown, FL

PS: You will be getting a lot of letters, just like this one. It is a suggested form because most people don't know how to write a concise, to the point, accurate letter, let alone who to send it to. So we rely on those who do and we know them and respect their motives and integrity. So please don't disregard our letters because they look like so many others. We really do not want a high speed train coming though Stuart lickity-split 32 times a day! We might live with once, but not 5 times or 10, let alone 32! My husband and I live 20 miles away but we do nearly all our shopping in Stuart and when we take our boat to the intracoastal, we pass thru the old Roosevelt lift bridge. That will be a challenge to get through once the bridge is down almost all the time for the flaming train....Something bad is bound to happen there before long. So please think carefully, and I hope you will see the wisdom in denying the funding and permits for this project.
Thank you.

From:	Grant
To:	Anthony.Foxx@dot.gov; All Aboard Florida Comments; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Joe Negron; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits;
Date:	Friday, November 28, 2014 1:31:27 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Lorraine A Rawding
1950 SW Palm City Road 8-101
Stuart, FL 34994

lraw32@outlook.com

From:	Mark Hill
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; NEGRON.JOE.WEB; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 12:31:55 PM

To All;

While what is below is structured as a form letter, I wanted to add a personal aspect to this, I firmly believe in the statements of this letter.
The "Draft Environmental Impact Statement" (DEIS) is a product of paid consultants, paid for by AAF/ All Aboard Florida, et al.
Consequently, as the adage goes: he who pays the piper calls the tune. Omissions, half-truths and plain obfuscation of the
facts are rampant through-out the document. Please do not allow this endeavor to move forward as has been presented. a simple
remedy if AAF wants to continue this pursuit they should consider bringing in CSX as a participant, much in the way 'code-sharing' of equipment
/routes are performed in the airline industry and move the operation West. Another option is the right-of-way existing along the I-95/ Fla Turnpike.
This would eliminate the disruption of many established communities from West Palm Beach to the Cocoa-Titusville area.

Thank you for your time.

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts,

safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Mark Hill
1076 SE St. Lucie Blvd
Stuart, FL 34996

From:	Grant
To:	Anthony.Foxx@dot.gov; All Aboard Florida Comments; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Joe Negron; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 10:22:34 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

All Aboard Florida is an unnecessary and ill-conceived project who's negative impacts far exceed any hoped for benefits.

Grant H. Rawding
1950 SW Palm City Rd. 8-101
Stuart, FL 34994

From:	Hibanx@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 10:07:39 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Stanley Welsh Jensen Beach FL.

From:	Christina Nistor
To:	Larry Flinn; Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:54:49 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Stephanie Flinn
160 Gomez Road
Hobe Sound, FL 33455
e-mail: lflinnjr@privetllc.com <mailto:lflinnjr@privetllc.com>

From:	Randall Grills
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:53:41 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

As Martin County residents for thirty-plus years and a homeowner contiguous to FEC tracks, We will not support AAF.

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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The project is a financial boondoggle. Passenger rail will never pay back investors. Freight is where these folks are pinning their hopes and since the ports of Miami and Ft. Lauderdale have been expanded, that's exactly why these trains are coming.

Whether it's people or freight, the current schedule of running trains is about all we can handle along the coast. My house will be going up for sale - that's a given. Whether I stay in Martin County remains

to be seen.

Sincerely,

Joan and Randall Grills
8389 SE Woodcrest Place
Hobe Sound, FL 33455

From:	Dennis O"Keefe
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:52:37 AM

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The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Dennis OKeefe
5366 Se Matousek St
Stuart, FL

34997

From:	Larry Flinn
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:49:42 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding
- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
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Lawrence Flinn, Jr.
160 Gomez Road
Hobe Sound, FL 33455
e-mail: lflinnjr@privetllc.com

From:	Carol M. Medeiros
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:49:13 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Carol Medeiros

Stuart, FL

From:	Rick Mayer
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:29:00 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

I request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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From: Richard Mayer

Address: 1634 SW Seagull Way, Palm City, FL 34990

From:	Dtd1125@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 9:15:37 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Dennis & Camille Drennan
Stuart, FL 34997

From:	Tish Hamblin
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	cc.President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 8:54:04 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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From:	johnlwaugh@comcast.net
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits!
Date:	Friday, November 28, 2014 8:48:05 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. For more than 80 years.

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Regards,
John L. Waugh
13024 SE Hobe Hills Dr.
Hobe Sound, FL 33455

<http://www.incredimail.com/?id=621159&did=10501&ppd=2820.201206281812.9.1.92259439283676125&rui=158329716&app_test_id=0&sd=20141128>
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Click Here! <http://www.incredimail.com/?id=621159&did=10501&ppd=2820.201206281812.9.1.92259439283676125&rui=158329716&app_test_id=0&sd=20141128> <http://www.incredimail.com/?

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id=621159&did=10501&ppd=2820.201206281812.9.1.92259439283676125&rui=158329716&app_test_id=0&sd=20141128
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<http://www2l.incredimail.com/gcontent/stamps/new2011/pixel.gif?upn=92259439283676125>

<http://www.avast.com/> This email is free from viruses and malware because avast! Antivirus
<http://www.avast.com/> protection is active.

From:	Danielle Ohanesian
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 8:23:15 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Danielle Ohanesian
825 Center Street
52b
Jupiter 33458

From:	Charles A. Macaluso
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 8:10:43 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Charles & Arlene Macaluso

2611 SW Greenwich Way

Palm City, FL 34990

From:	Joliedancer@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 7:53:12 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

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Sincerely,

Frank Dinsmore
8303 SE Cumberland Circle
Hobe Sound, FL 33455

From:	Kaye Traficante
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard funding and permits
Date:	Tuesday, December 02, 2014 11:52:41 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services,

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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Sincerely,

Kaye Traficante

1100 SW Martin Downs Blvd.

Palm City, FL 34990

From:	Joanne Merrell
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Deny All Aboard Funding and Permits
Date:	Sunday, November 30, 2014 6:05:36 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Sincerely,

Joanne Merrell

1285 SW Blue Stem Way

Stuart,FL 34997

From:	longstory@bellsouth.net
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] PLEASE DENY All Aboard Funding and Permits!!
Date:	Tuesday, December 02, 2014 12:52:02 AM

Subject: Please Deny All Aboard funding and permits

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities. This train traffic will also greatly impact property values.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Mary Jo & Frederick Grell

5493 SE Running Oak Circle

Stuart, FL 34997

From:	Tina Boswell
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] PLEASE DENY ALL ABOARD FUNDING AND PERMITS
Date:	Monday, December 01, 2014 4:24:56 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Carol E Boswell
3114 SW Wimbledon Terrace
Palm City FL 34990

From:	Teague Taylor
To:	USCGD7DPBPublicComment@uscg.mil; AAF_comments@vhb.com; Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please deny All Aboard funding and permits
Date:	Tuesday, December 02, 2014 1:43:33 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

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- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Warm regards,

Teague

Dutcher Teague Taylor

From:	Jane Herbert
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Saturday, November 29, 2014 11:51:47 AM

My Name: Jane Herbert

My Email: jherbert@fau.edu

My Address:

1735 NW. 22nd Ave.
Delray Beach, FL 33445

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Jane Herbert

From:	Elizabeth O"Connor
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Friday, November 28, 2014 6:02:37 PM

My Name: Elizabeth O'Connor

My Email: beth.oconnor@bhhsfnr.com

My Address:

138 Sand Castle Way
Neptune Beach, FL 32266

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Elizabeth O'Connor

From:	Geraldine Clinton
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Friday, November 28, 2014 4:50:27 PM

My Name: Geraldine Clinton

My Email: spiritlady99@yahoo.com

My Address:

150 Clinton Ranch Rd Oak Hill Florida 32759

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Geraldine Clinton

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Tuesday, November 25, 2014 4:00:48 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Sandra Haas

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Tuesday, November 25, 2014 4:00:06 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Sandra Haas

From:	Matthew Gibson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for a project that permits destruction of wetlands for private gain - a public hearing is needed
Date:	Saturday, November 29, 2014 1:35:33 PM

My Name: Matthew Gibson

My Email: captmatt333@gmail.com

My Address:

671 Cypress Lane, Ft. Lauderdale Fl .33305

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,
Matthew Gibson

From:	Grey Perna
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] 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 01, 2014 11:24:46 AM

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:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please deny the permit for All Aboard Florida & conduct a public meeting until detailed studies can be completed to determine animal movement corridors
Date:	Thursday, November 27, 2014 7:11:01 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

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,
chris woods

From:	Adrienne Hutcheon
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] 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, November 25, 2014 1:45:04 AM

My Name: Adrienne Hutcheon

My Email: Hutchsbabe@gmail.com

My Address:

7945 US1. Lot 5
Vero Beach, Fl 32967

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,
Adrienne Hutcheon

From:	sheila bollinger
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] 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, November 24, 2014 2:51:15 AM

My Name: sheila bollinger

My Email: sregnillob@yahoo.com

My Address:

418 Riverview On
Melbourne Beach
FL 3291

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,
sheila bollinger

From:	Harolyn Keeney
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] 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 02, 2014 8:43:01 AM

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:	camdengriffin@gmail.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Please Do Not Fund All Aboard Florida
Date:	Tuesday, December 02, 2014 10:09:09 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

Please deny both the $1.6 billion government-backed loan and the proposed $1.75 billion tax-exempt bonding for All Aboard Florida. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety, including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays.

There are significant safety concerns from train frequency (three closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

High speed trains zooming through established communities without stopping do nothing positive for those communities. Why not put the train on the land between the north- and south-bound lanes of I-95? Environmental impact studies have already been done, there are virtually no communities to disrupt and far fewer intersection to negotiate.

Sincerely,

Camden Griffin

1116 NE Banyan Tree Drive
Jensen Beach, FL 34957

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please hold public hearings on the AAF plans to invade our wetlands
Date:	Thursday, November 27, 2014 7:11:34 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

Dear Mr. Phillips,

Human beings can fight back against All Aboard Florida. Wildlife can't. Please hold public hearing on the AAF plans to invade our wetlands so that we humans can fight back on behalf of the birds and animals who will lose their homes or even their lives if we can't.

All Aboard Florida proposes to run 32 passenger trains every day through our wetlands. On top of this, they anticipate some 20 freight trains will pass through daily. This onslaught will threaten wildlife with constant noise and vibration as well as diesel exhaust. How will this affect the herons, egrets and storks? Sure, they can leave and rebuild elsewhere, but why should they be displaced for the sake of one private company's wishes? If residents of Florida's east coast were forced to relocate, would they be treated differently?

From the beginning, All Aboard Florida has attempted to assuage residents about their plans with a variety of half-truths. They talk about reductions in I95 exhaust pollution because of the train alternative, but fail to mention the amount of fumes collecting around closed crossings from idling cars. They claim they will carry 3.5 million passengers on their trains in 2019 when the Acela train from Boston to New York to Washington, DC carried only 3.3 million in 2013 after many years of operation. And, Acela has many repeat business customers and has a population of some 38 million people living in the areas it serves. The whole state of Florida has only 19 million.

Trusting All Aboard Florida is not easy and the wildlife in our wetlands can't defend themselves even if AAF was trustworthy. We must fight AAF for those who can't. Public hearings should be held to allow us to argue on behalf of the wetlands and the inhabitants.

Thank you for your consideration.

Sincerely,
chris woods

From:	JoLee McClain
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.
Date:	Tuesday, October 28, 2014 12:10:26 PM

From:	Ridgway International
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please OBJECT TO AAF
Date:	Thursday, October 30, 2014 7:30:39 AM

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down

* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Ridgway International Inc.
Jeff, Lisa & Delaney Ridgway
+1-561-379-7961
www.CaptainJeffRidgway.com <http://www.captainjeffridgway.com/>

From:	Paul Vallier
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] PLEASE OPPOSE AAF. IT WILL DESTROY THE CITY OF STUART
Date:	Tuesday, October 28, 2014 5:28:58 PM

---

* Your agency should object to All Aboard because of the navigation, water quality and SERIOUS economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtown Stuart will be HIGHLY and NEGATIVELY impacted, SMALL Businesses will be disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting quality of life and freedom of movement.
    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge in Stuart is NOT planned to be replaced, RR water crossing will NOT be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations
* OTHER NEGATIVE IMPACTS:
    * our taxes - costs of roads/traffic signals, lower property values
    * our air quality - cars idling waiting for 32 high speed + 20 freight
    * our water quality - boats idling waiting for RR bridge openings, collisions
    * our property values - affect our taxes
    * our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.
    *

* Paul Vallier, 2600 S. Kanner Hwy S-1, Stuart, Fl 34994

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please protect our water resources and wetlands - please hold a public hearing to review all the facts
Date:	Tuesday, November 25, 2014 4:01:08 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

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,
Sandra Haas

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Please protect our water resources and wetlands - please hold a public hearing to review all the facts
Date:	Thursday, November 27, 2014 7:11:14 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

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.

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Thank you for your consideration.

Sincerely,
chris woods

From:	DGREGBRAUN@aol.com
To:	AAF_comments@vhb.com
Cc:	LSHLaw@bellsouth.net; john.winkle@dot.gov; Anthony.Foxx@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] Re: All Aboard Florida DEIS Comments-Guardians of Martin County
Date:	Tuesday, December 02, 2014 4:36:22 PM
Attachments:	Guardians comments on DEIS ecological issues 12-2-14.pdf

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:	joe conrad
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
Cc:	Phillips, Andrew W SAJ; 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:	[EXTERNAL] RE: Deadline: Email Today or Tomorrow re Stop All Aboard
Date:	Tuesday, December 02, 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 <http://www.theguardiansofmartincounty.org/>
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

From:	Dylan Reingold
To:	Phillips, Andrew W SAJ; Kate Pingolt Cotner
Subject:	[EXTERNAL] RE: Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP) (UNCLASSIFIED)
Date:	Monday, October 27, 2014 1:30:04 PM

Thank you very much!

-----Original Message-----
From: Phillips, Andrew W SAJ [mailto:Andrew.W.Phillips@usace.army.mil]
Sent: Monday, October 27, 2014 1:23 PM
To: Kate Pingolt Cotner
Cc: Dylan Reingold
Subject: RE: Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP) (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Kate,

The Public Notice comment period has been extended to December 3, 2014.

Respectfully,

AWP

Andrew Phillips
Project Manager

USACE
400 High Point Drive, Suite 600
Cocoa, Florida 32926

321-504-3771 ex 14
321-504-3803 fax

Please assist us in better serving you! Please complete the customer survey by clicking on the following link:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

-----Original Message-----
From: Kate Pingolt Cotner [mailto:kcotner@ircgov.com]
Sent: Thursday, October 23, 2014 1:43 PM
To: Phillips, Andrew W SAJ
Cc: Dylan Reingold
Subject: [EXTERNAL] Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP)

Dear Mr. Phillips,

Thank you again for taking the time to speak with me this afternoon. I have attached a formal request

to extend the public comment period on permit application number SAJ-2012-01564 (SP-AWP) for an additional 27 days. Indian River County is of the opinion that it is in the best interests of the public for the U.S. Army Corps of Engineers to extend its public comment period on the referenced permit application so that it is consistent with the public comment period for the Federal Railroad Administration's Draft Environmental Impact Statement.

Thank you in advance for your consideration.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

P Before printing this e-mail, think if it is necessary. Think Green!

Classification: UNCLASSIFIED
Caveats: NONE

From:	Kate Pingolt Cotner
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] RE: Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP) (UNCLASSIFIED)
Date:	Monday, October 27, 2014 2:00:53 PM

Dear Mr. Phillips,

Thank you so much for your email! Do you know if the Corps plans to issue an official notice of the extension? I am just curious. I know that there are a number of local governments and entities that will be very happy to hear this!

Thank you again,
Kate

Kate Pingolt Cotner, Esq.
Assistant County Attorney
Indian River County
1801 27th Street
Vero Beach, Florida 32960-3365
kcotner@ircgov.com
Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.
Before printing this e-mail, think if it is necessary. Think Green!

-----Original Message-----
From: Phillips, Andrew W SAJ [mailto:Andrew.W.Phillips@usace.army.mil]
Sent: Monday, October 27, 2014 1:23 PM
To: Kate Pingolt Cotner
Cc: Dylan Reingold
Subject: RE: Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP) (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Kate,

The Public Notice comment period has been extended to December 3, 2014.

Respectfully,

AWP

Andrew Phillips
Project Manager

USACE
400 High Point Drive, Suite 600
Cocoa, Florida 32926

321-504-3771 ex 14
321-504-3803 fax

Please assist us in better serving you! Please complete the customer survey by clicking on the following link:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

-----Original Message-----
From: Kate Pingolt Cotner [mailto:kcotner@ircgov.com]
Sent: Thursday, October 23, 2014 1:43 PM
To: Phillips, Andrew W SAJ
Cc: Dylan Reingold
Subject: [EXTERNAL] Formal Request to Extend the Public Comment Period on Permit Application No.: SAJ-2012-01564 (SP-AWP)

Dear Mr. Phillips,

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Thank you in advance for your consideration.

Kate

Kate Pingolt Cotner, Esq.

Assistant County Attorney

Indian River County

1801 27th Street

Vero Beach, Florida 32960-3365

kcotner@ircgov.com <mailto:kcotner@ircgov.com>

Phone: (772) 226-1406

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office by phone or in writing.

P Before printing this e-mail, think if it is necessary. Think Green!

Classification: UNCLASSIFIED
Caveats: NONE

From:	GERALD M. WARD
To:	memsenior; TED GUY; jody51; APRIL PRICE; ALAN RICHARD; CDCONENG; CDENGINER; Charles Isiminger; GEORGE GENTILE
Cc:	mcrosley; JANET ZIMMERMAN; gscambler; mgrella; mbusha; ddonald; richard.moore; Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Re: MOVEABLE BRIDGES - LOXAHATCHEE RIVER (JID) AND OKEECHOBEE WATERWAY (FIND)
Date:	Thursday, December 04, 2014 1:56:49 PM
Attachments:	1403USCGD7BRIDGENAV1.docx 1403FRAAAFDEIS1.docx

FOLK

AS THE AED OF THE FLORIDA INLAND NAVIGATION DISTRICT CORRECTLY NOTED YESTERDAY MORNING, I CAN'T GET ATTACHMENTS RIGHT!
HERE IS ANOTHER ATTEMPT TO ATTACH THE TWO LETTERS CITED BELOW:

GERRY
1403USCGAAF

-----Original Message-----
>From: "GERALD M. WARD" <wardgm@gate.net>
>Sent: Dec 3, 2014 6:25 AM
>To: memsenior <memsenior@aol.com>, TED GUY <guywe2@gmail.com>, jody51 <jody51@bellsouth.net>, APRIL PRICE <apriceassoc@aol.com>, ALAN RICHARD <alan.s.richard@gmail.com>, CDCONENG <CDCONENG@aol.com>, CDENGINER <CDENGINER@aol.com>, Charles Isiminger <cisiminger@coastal-engineers.com>, GEORGE GENTILE <george@landscape-architects.com>
>Cc: mcrosley <mcrosley@aicw.org>, JANET ZIMMERMAN <jzimmerman@aicw.org>, gscambler <gscambler@aicw.org>, mgrella <mgrella@jupiterinletdistrict.org>, mbusha <mbusha@tcrpc.org>, ddonald <ddonald@martin.fl.us>, "richard.moore" <richard.moore@myfwc.com>, andrew.w.phillips@usace.army.mil
>Subject: MOVEABLE BRIDGES - LOXAHATCHEE RIVER (JID) AND OKEECHOBEE WATERWAY (FIND)
>
>FOLK
>
>GIVEN THE MASSIVE AMOUNT OF MANHOURS SPENT ON THESE TWO SUBJECTS BECAUSE THE FEDS HAVE SORT OF IGNORED THE UNREASONBLY OBSTRUCTIVE BRIDGE CONDITIONS FOR DECADES AT SUBJECT BRIDGES, I HAVE SENT THE ATTACHED IN WORD 2013, TWO LETTERS BEFORE THE 1 AND 3 DECEMBER 2014 DEADLINES OF THE USCG AND FRA.
>
>THE "ALL ABOARD FLORIDA" FIASCO DEMONSTRATES HOW FOLK ARE MORE INTO AVOIDING REQUIREMENTS THAN ATTEMPTING TO COMPLY. MOST OF US DO NOT HAVE THE TIME TO ADDRESS EACH OF THE PROBLEMS THAT AAF BRINGS, BUT, HOPEFULLY THE TWO PRIME AGENCIES WILL NOW SEEK TO ADDRESS IN DETAIL THEIR RESPONSIBILITIES. THE HIGHER LEVEL GOVERNMENTS OF JUPITER, STUART, MARTIN COUNTY, JID & FIND NEED TO FOLLOW-UP!
>
>GERRY
>1403USCGAAF

From:	Trav P
To:	anthony.foxx@dot.gov; aaf_comments@vhb.com; john.winkle@dot.gov; Phillips, Andrew W SAJ; 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; bill@billnelson.senate.gov; rick.scott@eog.myflorida.com; negron.joe.web@flsenate.gov; gharrell@gayleharrell.com; marylynn.magar@myfloridahouse.gov
Subject:	[EXTERNAL] Re: PLEASE DENY ALL ABOARD FLORIDA FUNDING AND PERMITS
Date:	Tuesday, December 02, 2014 6:28:41 PM

PLEASE DENY ALL ABOARD FLORIDA FUNDING AND PERMITS

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Travis Pearse

1449 S.W. Ibis St.

Palm City, FL 34990

From:	Barry Douglass
To:	AF_comments@vhb.com; john.winkle@dot.gov; anthony.foxx@dot.gov
Cc:	Phillips, Andrew W SAJ; 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:	[EXTERNAL] Reject AAF Applications
Date:	Wednesday, December 03, 2014 10:51:28 AM

I am writing to request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard Florida. For more than 80 years, no privately-funded, high-speed coastal passenger railroad services have been successful in the U.S., and All Aboard Florida has failed to establish viability for a private high-speed passenger train service.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.

- boat navigation and aging RR Bridges - the modeling is inaccurate.

- natural resources - the impact to rare and endangered species is disregarded.

- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.

- air pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local vehicle and pedestrian traffic, emergency vehicles, emergency evacuations, and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

The ultimate beneficiary to the proposed FEC track improvements will be the FEC freight business and

their investment group owners, Fortress. Since they are unwilling to guarantee any government loan as well as their proposed tax-exempt bonding, it should be obvious that they do not expect All Aboard Florida to be successful; however, they will enjoy their freight carrying upgrades at the expense of taxpayers and/or investors! Again, please deny all applications for funding and permits associated with All Aboard Florida.

Sincerely,

Barry Douglass

Stuart, FL 34997

From:	STANBR@aol.com
To:	John.winkle@dot.gov; AAF-comment@vhb.com
Cc:	dreingold@irc.gov; citymgr@covb.org; mfalls@covb.org; jgriffen@cityofsebastian.org; acoy@cityofsebastian.org; mbusha@tcrpc.org; kdelancy@tcrpc.org; rick.scott@eog.myflorida.com; bill@billnelson.senate.gov; Alyn.Fernandez@rubio.senate.gov; Pam.gillespiese@mail.house.gov; gardiner.andy@flsenate.gov; altman.thad.web@flsenate.gov; steve.crisafulli@myfloridahouse.gov; debbie.mayfield@myfloridahouse.gov; Robert.Bendus@dos.myflorida.com; ananth.prasad@dot.state.fl.us; amie.goddeau@dot.state.fl.us; mbrandenburg@sjrwmd.com; Phillips, Andrew W SAJ; bmitchell@sebastianchamber.com; director@indianriverchamber.com; sisustarfish@aol.com; gtokro@aol.com; idletteiii@bellsouth.net; jackiemerle2000@yahoo.com; jerryandsue1967@bellsouth.net; indianriverhisto@bellsouth.net
Subject:	[EXTERNAL] Response - DEIS All Aboard Florida
Date:	Monday, December 01, 2014 12:34:48 PM
Attachments:	FRA final.docx IRCHS-signed.pdf

Mr. Winkel,
Please find attached a Memorandum and Letter Report prepared as the response to the Federal Railroad Administration's Draft Environmental Impact Statement for the All Aboard Florida Proposed Project. On behalf of the Indian River County Historical Society, I thank you for the opportunity to provide these comments.

We regret that this has been our only opportunity to provide local knowledge concerning the cultural resources in Indian River County, but we trust that the FRA will adhere to their promise that each and every one of our concerns will be addressed. If there are any questions or clarification needed, please do not hesitate to contact us.

Respectfully submitted,

Ruth Stanbridge
County Historian
Indian River County Historical Society

Please acknowledged receipt of this communication. Thank you.

From: sisustarfish@aol.com
To: AAF_comments@vhb.com
Cc: Phillips, Andrew W SAJ
Subject: [EXTERNAL] response to FRA DEIS for AAF
Date: Wednesday, November 26, 2014 12:28:41 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:	David M. Nichols
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, December 01, 2014 3:51:57 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name David M. Nichols
Address 2637 Okeechobee Lane
Ft. Lauderdale
FL 33312
My Email buyayacht@me.com
Phone Number 954 682 6853
Regarding USCG-2014-0937: What type of waterway user Licensed
Type of vessel Motor

Dimensions of my watercraft
Length 100'
Beam 22'
Draft 6'
Tonnage 165
Horsepower 2400
Bridge clearance requirements for vessel 28'
Verticle clearance 30'
Horizantal clearance 30'
Name of waterway used New River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Daylight
COMMENTS TO THE COAST GUARD REGARDING USCG-2014-0937 I watched a southbound train destroy the CSX New River bridge because the bridge tender failed to lower it fully in time for the

From:	Anne Kissel Elliot
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Sunday, November 30, 2014 7:22:07 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Anne Kissel Elliot
Address 1382 SW Eagle Nest Way
Palm City, Florida 34990
My Email anne@elliot.bz
Phone Number 772-781-5990
Regarding USCG-2014-0937: What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 36
Beam 13
Draft 3'4"
Tonnage 18
Horsepower 840
Bridge clearance requirements for vessel 14
Verticle clearance 14
Horizantal clearance 15
Name of waterway used

* Loxahatchee River
* Saint Lucie River

Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most 7AM-10PM
COMMENTS TO THE COAST GUARD REGARDING USCG-2014-0937 AAF poses significant risks to all boaters and threatens to cut off emergency access to our community & west to the Gulf.

From:	Sandy Zweben
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 26, 2014 8:04:02 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Sandy Zweben
Address 2841 SE St. Lucie Blvd , Stuart ,FL
My Email sandy@zweben.net
Phone Number 772-781-3722
Regarding USCG-2014-0937: What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 31
Beam 11
Draft 3
Tonnage 6
Horsepower 450
Bridge clearance requirements for vessel 14
Verticle clearance 14 ft
Horizantal clearance 11 ft
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Daylight
COMMENTS TO THE COAST GUARD REGARDING USCG-2014-0937 All aboard Florida will greatly curtail my boating activities.

From:	Jean Henebury
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Tuesday, November 18, 2014 1:05:49 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Jean Henebury
Address 2237 sw culpepper ave
Port st lucie fl. 34953
My Email ginabeeeee@aol.com
Phone Number 772-873-2324
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 17
Beam 5
Draft 8"
Tonnage 0
Horsepower 40
Bridge clearance requirements for vessel 6'
Verticle clearance 6'
Horizantal clearance 6'
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most any
COMMENTS TO THE COAST GUARD please help stop the train

From:	Barry McLaughlin
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 17, 2014 8:44:32 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Barry McLaughlin
Address 9278 SE Sharon Street, Hobe Sound Florida 33455
My Email bmclaughlin02@verizon.net
Phone Number 561-701-5445
What type of waterway user Pleasure
Type of vessel Other

Dimensions of my watercraft
Length 20 feet
Beam 7 ft 3 inch
Draft 1 ft 2 inch
Tonnage 2300 lb
Horsepower 150
Bridge clearance requirements for vessel 8
Verticle clearance 6
Horizantal clearance 10
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Seasonally
Time of day used most 13:30
COMMENTS TO THE COAST GUARD There has been numerous railway bridge crossing accidents in the US over many years. November 19, 1991, a train derailment and

From:	Scott Saunders
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 17, 2014 6:28:25 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Scott Saunders
Address 3593 SE OLD SAINT LUCIE BLVD
STUART FL 34996
My Email ilovewindydays@comcast.net
Phone Number 772-283-5257
What type of waterway user Licensed
Type of vessel Fishing

Dimensions of my watercraft
Length 21
Beam 9
Draft 2
Tonnage 1
Horsepower 200
Bridge clearance requirements for vessel 8'
Verticle clearance 8
Horizantal clearance 5
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most AM
COMMENTS TO THE COAST GUARD

From:	Robert Rehr
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 17, 2014 3:34:48 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Robert Rehr
Address 14236 Tornelia Lane
Wellington, FL 33414
My Email gofish18@comcast.net
Phone Number 561-718-5157
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 34'
Beam 10'
Draft 3
Tonnage 11
Horsepower 700
Bridge clearance requirements for vessel 12
Verticle clearance 12
Horizantal clearance 14
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most Morning/afternoon
COMMENTS TO THE COAST GUARD

From:	Mike Montgomery
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 17, 2014 2:06:33 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Mike Montgomery
Address 205 NE Sagamore Ter. Port Saint Lucie. Fl 34983
My Email mmontgomery2008@live.com
Phone Number 3035892075
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 25'
Beam 8'6"
Draft 3'6"
Tonnage 4500 lbs
Horsepower 250
Bridge clearance requirements for vessel 8'
Verticle clearance 8'
Horizantal clearance 9'
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day

Time of day used most 8am to 7pm
COMMENTS TO THE COAST GUARD It's your job to assure reasonable access of citizens to the navigable waters of the United States. AAF will prevent such access

From:	steve levy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 17, 2014 2:12:43 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name steve levy
Address 2065 se van kleff Ave
Port st lucie fl 34952
My Email hawklevy@gmail.com
Phone Number 772-201-2001
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 31
Beam 10
Draft 20
Tonnage 3
Horsepower 500
Bridge clearance requirements for vessel 12
Verticle clearance 12
Horizantal clearance 31
Name of waterway used

* New River
* Loxahatchee River
* Saint Lucie River

Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 6 am to 6 pm
COMMENTS TO THE COAST GUARD object to new train

From:	Geoff Sluggett
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Sunday, November 16, 2014 8:37:56 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Geoff Sluggett
Address 12845 Raymond. Dr.
Loxahatchee, FL 33470
My Email gbs@sluggett.com
Phone Number 561 689 2202
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 28'
Beam 9'
Draft 3'
Tonnage ??
Horsepower 250 x 2
Bridge clearance requirements for vessel 7'
Verticle clearance 7'6"
Horizantal clearance 14'
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most daytime
COMMENTS TO THE COAST GUARD as long as real time bridge closures times are posted with advance notice I'm ok with AAF trains.

From:	captain Christopher Milark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Sunday, November 16, 2014 7:32:23 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name captain Christopher Milark
Address 150 sw 106 terr
davie ,Fl 33324
My Email Cautumnsdad@aol.com
Phone Number 954-610=09950
What type of waterway user Licensed
Type of vessel Fishing

Dimensions of my watercraft
Length 72
Beam 18.5
Draft 6
Tonnage 60
Horsepower 2900
Bridge clearance requirements for vessel 45
Verticle clearance 45
Horizantal clearance 20
Name of waterway used New River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most day light
COMMENTS TO THE COAST GUARD this proposal will cripel the marine industry in Broward county along with the multi bridge closures and the noise polution

From:	Jim Reid
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Saturday, November 15, 2014 4:31:53 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Jim Reid
Address 1959 SW Palm City Road
Stuart, Fl
My Email jreid416@gmail.com
Phone Number 6153301055
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 25
Beam 8
Draft 2
Tonnage 2500
Horsepower 225
Bridge clearance requirements for vessel 20ft
Verticle clearance 10ft
Horizantal clearance 12ft
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most 8:00-6:00
COMMENTS TO THE COAST GUARD We have retired to this community and feel the train would devalue property and prohibit much of what we came here

From:	Glenn Semanisin
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Friday, November 14, 2014 8:28:52 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Glenn Semanisin
Address 106 Ocean Breeze
Lake Worth FL
My Email gsemanisin@gmail.com
Phone Number 4075793413
What type of waterway user Licensed
Type of vessel Sail

Dimensions of my watercraft
Length 30 to 42
Beam 8 to 14
Draft 4' to 6'
Tonnage 7 to 22
Horsepower 30 to 60
Bridge clearance requirements for vessel 36' to 52'
Verticle clearance 36'-52'
Horizantal clearance 25'
Name of waterway used

* New River
* Loxahatchee River
* Saint Lucie River

Do you use main channel Yes
When do you transit these waterways

* Seasonally
* Year Round
* Day

Time of day used most morning
COMMENTS TO THE COAST GUARD Should provide opening on demand within 15 -20 minutes of approach rather than on the hour or half hour used for highway bridges

From:	Frank Pender
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 13, 2014 7:06:27 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Frank Pender
Address 5249 se horseshoe point rd
My Email firersqlt@aol.com
Phone Number 954-410-8607
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 26
Beam 9.7
Draft 18
Tonnage 2
Horsepower 400
Bridge clearance requirements for vessel 12 ft
Verticle clearance 12
Horizantal clearance 10.6
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most morning to late afternoon
COMMENTS TO THE COAST GUARD don't allow this to happen

From:	Jeff Hamilton
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 13, 2014 5:43:01 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Jeff Hamilton
Address 233 SW 14th COurt
Pompano Beach, FL 33060
My Email ejhdesign@aol.com
Phone Number 954-942-2897
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 20
Beam 7
Draft 2
Tonnage n a
Horsepower 115
Bridge clearance requirements for vessel 4 foot
Verticle clearance 4 foot
Horizantal clearance 8 foot
Name of waterway used New River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most afternoons
COMMENTS TO THE COAST GUARD The FEC bridge over the new river blocks all but canoes. We would take business elsewhere rather than upriver due to this closin

From:	MARK MCLEAN
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 13, 2014 2:16:11 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name MARK MCLEAN
Address 71 CINNAMON PL
TEQUESTA, FL 33469
My Email mmclean@swa.org
Phone Number 561-747-7418
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 30
Beam 9
Draft 4
Tonnage 3
Horsepower 500
Bridge clearance requirements for vessel 10 FEET
Verticle clearance 12 FEET
Horizantal clearance 12 FEET
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most DAY TIME
COMMENTS TO THE COAST GUARD

From:	Matt Gibbons
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 13, 2014 11:18:54 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Matt Gibbons
Address 2020 Bayview Drive
Fort Lauderdale, FL 33305
My Email mattygibbons@yahoo.com
Phone Number 954-226-0836
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 24'
Beam 6'
Draft 1'
Tonnage <2T
Horsepower 500 hp
Bridge clearance requirements for vessel 10 feet
Verticle clearance 10 feet
Horizantal clearance 8 feet
Name of waterway used New River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 10am
COMMENTS TO THE COAST GUARD The FEC bridge is in violation of current 33CFR117. It is regulated by SUBPART A, since it is not in SUBPART B.

From:	Leslie Downs
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 7:21:39 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Leslie Downs
Address 9513 SE Cove Pt St
Tequesta FL 33469
My Email downs.leslie@gmail.com
Phone Number 561.747.0585
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 19
Beam 7
Draft 2
Tonnage 3000 ?
Horsepower 140
Bridge clearance requirements for vessel 7
Verticle clearance 7
Horizantal clearance 9
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most weekends and nightly from 4pm to 8 pm
COMMENTS TO THE COAST GUARD Lived here 30+ years, sometimes the bridge is down for an hour + and all the boats get backed up trying to come home or go it.

From:	Donna Michaels
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 7:21:18 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Donna Michaels
Address 1629 SW Albatross way
Palm city fl 34990
My Email drmika@aol.com
Phone Number 7722604855
What type of waterway user Pleasure
Type of vessel Sail

Dimensions of my watercraft
Length 19
Beam 7
Draft 4
Tonnage 1
Horsepower None
Bridge clearance requirements for vessel 22
Verticle clearance 22
Horizantal clearance 19
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Afternoon
COMMENTS TO THE COAST GUARD

From:	Leslie Downs
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 7:21:09 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Leslie Downs
Address 9513 SE Cove Pt St
Tequesta FL 33469
My Email downs.leslie@gmail.com
Phone Number 561.747.0585
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 19
Beam 7
Draft 2
Tonnage 3000 ?
Horsepower 140
Bridge clearance requirements for vessel 7
Verticle clearance 7
Horizantal clearance 9
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Night

Time of day used most weekends and nightly from 4pm to 8 pm
COMMENTS TO THE COAST GUARD Lived here 30+ years, sometimes the bridge is down for an hour + and all the boats get backed up trying to come home or go it.

From:	JIM SNYDER
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 7:07:26 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name JIM SNYDER
Address 2750 NW FLORIDA AVE.
STUART, FL 34994
My Email bluvypr@gmail.com
Phone Number 772-284-3697
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 28'
Beam 12'
Draft 1'
Tonnage .5
Horsepower 200hp
Bridge clearance requirements for vessel 8'
Verticle clearance 8'
Horizantal clearance 12'
Name of waterway used

* Loxahatchee River
* Saint Lucie River

Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most 8:00 AM
COMMENTS TO THE COAST GUARD I see no effect to waterway traffic by increase train use of bridges over waterways

From:	Michael Birdsall
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 2:14:04 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Michael Birdsall
Address 2821 SE North Lookout Blvd
My Email deepfish65@yahoo.com
Phone Number 5619066481
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 29.3
Beam 11
Draft 5
Tonnage 9
Horsepower 630
Bridge clearance requirements for vessel 19 feet
Verticle clearance 19 Ft
Horizantal clearance 12Ft
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most varies daylight hours
COMMENTS TO THE COAST GUARD There is no way to safely operate sixty four closings of this bridge. The is a bad idea that should be on the western track.

From:	Roger walker
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 1:06:11 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Roger walker
Address 8604 penny lane
Ft pierce fl 34951
My Email planman@bellsouth.net
Phone Number 7725951957
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 25"
Beam 8'
Draft 3'
Tonnage 1
Horsepower 250
Bridge clearance requirements for vessel 8'
Verticle clearance 10'
Horizantal clearance 10'
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Morning
COMMENTS TO THE COAST GUARD Populated areas are No place for high speed rail! trains

From:	Roger walker
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 1:06:03 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Roger walker
Address 8604 penny lane
Ft pierce fl 34951
My Email planman@bellsouth.net
Phone Number 7725951957
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 25"
Beam 8'
Draft 3'
Tonnage 1
Horsepower 250
Bridge clearance requirements for vessel 8'
Verticle clearance 10'
Horizantal clearance 10'
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Morning
COMMENTS TO THE COAST GUARD Populated areas are No place for high speed rail! trains

From:	Richard Sudol
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 11:34:43 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Richard Sudol
Address 112 Timberline Drive
Jupiter FL. 33458
My Email rwsudol@aol.com
Phone Number 352-556-9102
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 17 6
Beam 8
Draft 33
Tonnage 1/2
Horsepower 90
Bridge clearance requirements for vessel 4
Verticle clearance 4
Horizantal clearance 8
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 6am-6pm
COMMENTS TO THE COAST GUARD Excessive bridge closings also violate our rights and we also pay quite the bit of taxes to enjoy the water

From:	Gerald Carroll
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 11:21:09 AM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Gerald Carroll
Address 7 Leeward Circle
Tequesta, Fl 33469
My Email gerry@jupiterdivecenter.com
Phone Number 561-745-7807
What type of waterway user Licensed
Type of vessel Motor

Dimensions of my watercraft
Length 28.2
Beam 9.5
Draft 5.0
Tonnage 8
Horsepower 360
Bridge clearance requirements for vessel 8
Verticle clearance 14
Horizantal clearance 10
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Morning
COMMENTS TO THE COAST GUARD On several occasions I have been unable to get out of the Loxahatchee River due to the bridge being stuck in the down position

From:	James Curci
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Wednesday, November 12, 2014 9:30:18 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name James Curci
Address 7201 McKinley St.
Hollywood,Fl 33024
My Email grumpyjim52@yahoo.com
Phone Number 9549817897
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 24 ft
Beam 5 ft
Draft 18 inches
Tonnage 1/2 ton
Horsepower 120 hp
Bridge clearance requirements for vessel 8 ft
Verticle clearance 13 ft
Horizantal clearance 2 ft
Name of waterway used New River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most mornings and afternoon
COMMENTS TO THE COAST GUARD If approved, these 32 additional trains per day will tie up water traffic continually throughout the day.

From:	Tim Carew
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Tuesday, November 11, 2014 11:30:34 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name Tim Carew
Address 7943 SE Hempstead Circle
Hobe Sound, Fl 33455
Phone Number 561-644-5144
My Email timpb97@gmail.com
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 28
Beam 7
Draft 24"
Tonnage .2
Horsepower 250
Bridge clearance requirements for vessel 21'
Verticle clearance 21'
Horizantal clearance 7'
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 8am to 6pm
COMMENTS TO THE COAST GUARD Please stop this Big Train project now. It is terrible for us boaters and horrible for our environment!

From:	Jose M. Alvarez
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Monday, November 10, 2014 6:48:36 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name Jose M. Alvarez
Address 1000 N US Hwy 1 BA 401
Jupiter, Florida 33477
Phone Number 5617489122
My Email jptrjose@gmail.com
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 27
Beam 14
Draft 5
Tonnage 8
Horsepower 350 X 2
Bridge clearance requirements for vessel 22
Verticle clearance 20
Horizantal clearance 32
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 9 to 6
COMMENTS TO THE COAST GUARD Stop the All Aboard Florida train

From:	Dawn Zangara
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Sunday, November 09, 2014 9:29:39 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name Dawn Zangara
Address 111 Ashley Ct
JUpiter, FL 33458
Phone Number 6153544350
My Email firstmatedawn@gmail.com
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 24'
Beam 8.5'
Draft 25"
Tonnage 5
Horsepower 225
Bridge clearance requirements for vessel 11'
Verticle clearance 10.5'
Horizantal clearance 10'
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 6:00am to 8:00pm
COMMENTS TO THE COAST GUARD All Aboard Florida will cause an unfair impact on those of us who chose this area of south Florida to do our boating & fishing.

From:	Alan Scott
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Friday, November 07, 2014 8:43:30 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name Alan Scott
Address 18222 River Oaks Drive, Jupiter, FL 33458
Phone Number 5617479706
My Email alan.scott@hunterindustries.com
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 24
Beam 8
Draft 15"
Tonnage 1.75
Horsepower 250
Bridge clearance requirements for vessel 4' 6"
Verticle clearance 4' 6"
Horizantal clearance 9'
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 6AM to 7PM
COMMENTS TO THE COAST GUARD

From:	Michelle Mercer36
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 06, 2014 3:57:21 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name Michelle Mercer36
Address 3864 Se old St Lucie
Stuart
Phone Number 7722281384
My Email michellemercier3703@comcast.net
What type of waterway user Pleasure
Type of vessel Sail

Dimensions of my watercraft
Length 12
Beam ???
Draft ???
Tonnage ???
Horsepower 0
Bridge clearance requirements for vessel ???
Verticle clearance ???
Horizantal clearance Zip? ??
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most ????
COMMENTS TO THE COAST GUARD This needs to be stopped

From:	Richard Apple
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Thursday, November 06, 2014 8:47:13 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name Richard Apple
Address 19649 Riverside Dr.
Tequesta, FL 33469
Phone Number 561.379.7448
My Email rsa1@theapples.com
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 26 FT
Beam 9 FT
Draft 1 FT
Tonnage 6000 lb.
Horsepower 300 HP
Bridge clearance requirements for vessel 9 FT
Verticle clearance 9 FT
Horizantal clearance 12 FT
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 7 AM to 7 PM
COMMENTS TO THE COAST GUARD Railroad bridge takes a minimum of 20 minutes to fully lower (blocking marine traffic) and raise for each train!

From:	Carmen Wallace
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Saturday, November 01, 2014 9:32:56 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name Carmen Wallace
Address 1040 SW Gardens Boulevard, Palm City, FL 34990
Phone Number 561-371-3233
My Email carmenwallace08@yahoo.com
What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 26
Beam 8.4
Draft 3.0
Tonnage 2.5
Horsepower 300
Bridge clearance requirements for vessel 20
Verticle clearance 20 ft
Horizantal clearance 30 ft
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 9am- 6pm
COMMENTS TO THE COAST GUARD Please don't allow more trains! It will destroy boating in Martin County.

From:	Frances Davis
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Saturday, November 01, 2014 6:33:21 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name Frances Davis
Address 333 NE Acacia Trail, Jensen Beach FL 34957
Phone Number 7722459058
My Email bethdavis63@comcast.net
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 21
Beam 9
Draft 18"
Tonnage 2.5
Horsepower 350
Bridge clearance requirements for vessel na
Verticle clearance na
Horizantal clearance na
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 10am-2pm
COMMENTS TO THE COAST GUARD Don't allow this to happen. Move it WEST where it makes sense & doesn't put our citizens & environment in danger!

From:	Gary Reynolds
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Saturday, November 01, 2014 10:51:38 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name Gary Reynolds
Address 825 Center St 7D
Jupiter, FL 33458
Phone Number 6035341768
My Email ngjnh@aol.com
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 20'
Beam 8'
Draft 14"
Tonnage ??
Horsepower 150
Bridge clearance requirements for vessel 10x14
Verticle clearance 10
Horizantal clearance 14
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways

* Year Round
* Day
* Night

Time of day used most 6am to 7pm
COMMENTS TO THE COAST GUARD

From:	Ken Weber
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Saturday, November 01, 2014 9:48:47 AM

Seventh Coast Guard District, Navigation Survey Results:

My Name Ken Weber
Address 5086 SE Manatee Terrace
Stuart Florida 34997
Phone Number 772-285-6760
My Email summerspecial2@yahoo.com
What type of waterway user Pleasure
Type of vessel Motor

Dimensions of my watercraft
Length 21
Beam 8
Draft 2 ft
Tonnage unknown to owner (pontoon boat)
Horsepower 50
Bridge clearance requirements for vessel n/a
Verticle clearance 10
Horizantal clearance 10
Name of waterway used

* New River
* Loxahatchee River
* Saint Lucie River

Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most Daytime
COMMENTS TO THE COAST GUARD why use the tracks along the ocean (tourism affected) there are interior rail lines

From:	RV SERPENT
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Friday, October 31, 2014 5:58:20 PM

Seventh Coast Guard District, Navigation Survey Results:

My Name RV SERPENT
Address 9582 Fleming Grant Rd, Sebastian, FL 32976
Phone Number 772-664-1005
My Email info@oceanmotions.com
What type of waterway user Commercial
Type of vessel Motor

Dimensions of my watercraft
Length 45 ft
Beam 14 ft
Draft 3 ft
Tonnage 19 GRT
Horsepower 660
Bridge clearance requirements for vessel 16 ft
Verticle clearance 20 ft
Horizantal clearance 20 ft
Name of waterway used Saint Lucie River
Do you use main channel Yes
When do you transit these waterways Year Round
Time of day used most 0600-2000
COMMENTS TO THE COAST GUARD AAF consultants boat traffic numbers are a half of what actually occurs.

From:	Nathan Allen
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Seventh Coast Guard District, Navigation Survey
Date:	Tuesday, December 02, 2014 4:21:52 PM

To the Seventh Coast Guard District regarding Docket number USCG-2014-0937: The USCG must require FEC to keep the FEC RR Bridges up and our waterways open to navigation for the length of time the USCG independently determines is required for safe daylight.

Seventh Coast Guard District, Navigation Survey Results:

My Name Nathan Allen
Address 14 Gomez Rd, Hobe Sound, FL 33455
My Email nrajr@aol.com
Phone Number 772-546-6988
Regarding USCG-2014-0937: What type of waterway user Pleasure
Type of vessel Fishing

Dimensions of my watercraft
Length 26
Beam 9
Draft 24"
Tonnage 3
Horsepower 400
Bridge clearance requirements for vessel na
Verticle clearance na
Horizantal clearance na
Name of waterway used Loxahatchee River
Do you use main channel Yes
When do you transit these waterways Seasonally
Time of day used most morning
COMMENTS TO THE COAST GUARD REGARDING USCG-2014-0937 I forsee disruption and backups of traffic on the intercoastal waterway.

From:	Al Valero
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] SHUT DOWN ALL ABOARD FLORIDA AKA AMTRAK
Date:	Saturday, November 01, 2014 10:17:35 PM

IN ADDITION TO SHUTTING DOWN RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY "ALL ABOARD FLORIDA" WILL DESTROY STUART AND MANY OTHER COMMUNITIES ON FLORIDA'S EAST COAST FROM WEST PALM BEACH NORTH.

GIVE IT AN ATTRACTIVE NAME AND IT WILL SELL. ALL ABOARD FLORIDA IS NOTHING MORE THAN A PIG IN A POKE <http://en.wikipedia.org/wiki/Pig_in_a_poke> . CHECK OUT THE PUBLIC RECORDS <http://www.martinclerk.com/index.asp?SEC=BACBE865-C54A-443B-9221-97ED4D6ECCD9&Type=B_BASIC> TO SEE THE FIRST OF THREE EASEMENT DOCUMENTS THAT FLORIDA EAST COAST RAILWAY COMPANY HAS RECORDED FOR THE BENEFIT OF THE NATIONAL PASSENGER RAILROAD CORPORATION AKA "AMTRAK" ... YES AMTRAK. PAGE 2 INTHE MIDDLE OF THE FIRST PARAGRAPH.

Once again, why does the federal government want to destroy our local communities along with their economies and totally disrupt the way of life that many have worked so hard to build and that we now enjoy? Why because, in their ultimate wisdom, they have the power to make improvements that no one wants or needs and will disrupt every aspect of our daily lives.

The slow moving freight trains are disruptive enough, we definitely do not need high speed trains running through out communities with the potential for disastrous derailments that could wipe out towns such as Stuart.

AMTRAK ALREADY HAS A RAIL LINE FROM West Palm Beach to Orlando <http://upload.wikimedia.org/wikipedia/commons/c/c5/Amtrak_System_Map.svg> . AMTRAK CAN USE THESE EXISTING TRACKS AND ISSUE EASEMENTS TO OTHER RAIL INTERESTS THAT WANT TO RUN HIGH SPEED TRAINS FROM WEST PALM TO ORLANDO. RR TRACKS ON FLORIDA'S EAST COAST NEED TO BE REMOVED NOW. Al

From:	Al Valero
To:	Everlyn.Smart@uscg.mil; David. Keys; Phillips, Andrew W SAJ
Subject:	[EXTERNAL] SHUT DOWN ALL ABOARD FLORIDA AKA AMTRAK
Date:	Saturday, November 01, 2014 10:47:11 PM

IN ADDITION TO SHUTTING DOWN RECREATIONAL AND COMMERCIAL NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY "ALL ABOARD FLORIDA" WILL DESTROY STUART AND MANY OTHER COMMUNITIES ON FLORIDA'S EAST COAST FROM WEST PALM BEACH NORTH.

GIVE IT AN ATTRACTIVE NAME AND IT WILL SELL. ALL ABOARD FLORIDA IS NOTHING MORE THAN A PIG IN A POKE <http://en.wikipedia.org/wiki/Pig_in_a_poke> . CHECK OUT THE PUBLIC RECORDS <http://www.martinclerk.com/index.asp?SEC=BACBE865-C54A-443B-9221-97ED4D6ECCD9&Type=B_BASIC> TO SEE THE FIRST OF THREE EASEMENT DOCUMENTS THAT FLORIDA EAST COAST RAILWAY COMPANY HAS RECORDED FOR THE BENEFIT OF THE NATIONAL PASSENGER RAILROAD CORPORATION AKA "AMTRAK" ... YES AMTRAK. PAGE 2 INTHE MIDDLE OF THE FIRST PARAGRAPH.

Once again, why does the federal government want to destroy our local communities along with their economies and totally disrupt the way of life that many have worked so hard to build and that we now enjoy? Why because, in their ultimate wisdom, they have the power to make improvements that no one wants or needs and will disrupt every aspect of our daily lives.

The slow moving freight trains are disruptive enough, we definitely do not need high speed trains running through out communities with the potential for disastrous derailments that could wipe out towns such as Stuart.

AMTRAK ALREADY HAS A RAIL LINE FROM West Palm Beach to Orlando <http://upload.wikimedia.org/wikipedia/commons/c/c5/Amtrak_System_Map.svg> . AMTRAK CAN USE THESE EXISTING TRACKS AND ISSUE EASEMENTS TO OTHER RAIL INTERESTS THAT WANT TO RUN HIGH SPEED TRAINS FROM WEST PALM TO ORLANDO. RR TRACKS ON FLORIDA'S EAST COAST NEED TO BE REMOVED NOW. Al

From:	Peggy Kaiser-Mahardy
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] Stop All Aboard - Thurs. Meeting 3:30 to 7 PM
Date:	Tuesday, October 28, 2014 8:22:23 PM

Andrew, David, Evelyn, et. al
Please STOP All Aboard
Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

I was in Tequesta today and got stuck for 15 minutes when the train went by ----- and this is BEFORE All Aboard . When the crossings are clogged up with additional train traffic, it will negatively impact the residents who purchased homes as they can not get to work, shopping, etc. I was late to a very important doctor appointment today, but it will GET WORSE if All Aboard is approved :(:(

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -
•our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
•our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
•our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
•consider the blocked crossings of downtown Stuart when the RR bridge breaks down

From:	elzer@gate.net
To:	AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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:	[EXTERNAL] STOP All Aboard -- Your Stewardship and Professioinalism is Urgently Needed
Date:	Wednesday, October 15, 2014 5:49:29 AM

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 --

· 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…

· 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.

· 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.

· $$$ 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.

· 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,

· 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?

· BOATING INDUSTRY: Marinas, boat building, accompanying industry will be hard hit if boaters are frustrated or concerned about safety.

· 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?

· 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:	France"s R. Hohenstein
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 6:52:22 PM

My Name: France's R. Hohenstein

My Email: tobygeo@gmail.com

My Address:

1950 Palm City Rd, Stuart, Fl, 34994

We moved here because of the delightful ambience of the area--beautiful downtown, ease of getting there, good medical facilities whith easy access. AAF will kill all that, and we will leave if this goes through. It is a boondoggle of the worst kind and we beg you to make sure this plan does not go through. The tracks to the west are there. Yes, they will have to pay to use them, but compared to the cost in dollars and cost in impact on lives here, the tracks to the west are a sensible alternative. Frankly, passenger trains are not going to generate enough revenue to offset the initial expenses anyway, so it's a safe bet the whole idea is for increased freight. Please think carefully about your decision on this. Thank you, Frances Hohenstein

From: Marilyn Waugh-Stinnette
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Wednesday, December 03, 2014 6:30:33 PM

My Name: Marilyn Waugh-Stinnette

My Email: marilynwaughstinnette@comcast.net

My Address:

10303 S. Indian River Dr.
Ft. Pierce, Fl. 34982

Dear Sir;
Please know that as a citizen and full-time resident of St. Lucie County, Florida I am in total opposition to the All Aboard Florida Rail expansion project as it now stands. I have based my opinion on several factors, including the lack of consideration given in the EIS on the impact on the Treasure Coast of Florida. Some, but not all of the reasons most important to me, I will relate in this email. If allowed to proceed, this project would bring about nothing other than degradation to numerous natural areas along its route, such as the Savannas State Park, North Sebastian Conservation Area and Jonathan Dickenson State Park, as well as their resident species. In fact, the Draft EIS altogether fails to adequately assess impacts to these areas. These precious Florida natural habitats must be protected.
I call on you to also consider the human communities along our treasured "Treasure Coast". From Brevard through Martin Counties there are historic neighborhoods and downtown areas, including my own lovely town of Ft. Pierce, where the quality and very flow of daily life would be interrupted and perhaps even destroyed by an added 32 trains cutting through them in less than 24 hours each day. These communities rely on tourism to sustain economic health.These aren't the tourists that are looking for a fast ride from Miami to Disney World and the theme parks. Rather, the visitors who frequent our communities come looking for a different kind of, and more authentic Florida experience. Our marine industry is heavily reliant on those who come here for sport fishing, sailing and other means of enjoying our rivers, bays and the ocean. I know you will receive many comments on how impeded boat traffic on our waterways would be devastating to our communities.
The interrupted flow of street traffic, both pedestrian and vehicular would be inconvenient at best and life-threatening at worst. For example, in our downtown Ft. Pierce, we have a multi-level parking garage just west of the train tracks and restaurants, shops, galleries, offices, courthouse, waterfront and a performing arts theater just on the east side. Visitors, employees, etc. park and then take the short walk to their destinations, which includes walking across the tracks. I believe that the increased train traffic would be both dangerous and discouraging to potential visitors to downtown businesses. This is only one of several such downtown districts along the Treasure Coast that would be negatively impacted.
One does not need to possess a business degree to doubt the profitability of this endeavor as put forth by All Aboard Florida. It is destined to financial failure, therefore, it makes no sense to allow a doomed project to negatively impact and devastate our beloved environment and communities.
A recommendation to All Aboard Florida would be to develop expanded passenger rail service to the west of our coastal communities where impacts can be more appropriately mitigated and where this project could be an asset to our community and not a burdensome liability.
Sincerely,
Marilyn Waugh-Stinnette
10303 S. Indian River Dr.
Ft. Pierce, Fl. 34982

From:	Jacqueline Eubanks
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 3:32:45 PM

My Name: Jacqueline Eubanks

My Email: grandtier@bellsouth.net

My Address:

4593 SE Waterford Drive, Stuart FL 34997

This projected train service will be profoundly disruptive to all of Martin County, and especially Stuart. This project must stopped NOW!! The impacts will be many and economically disruptive, virtually turning Stuart into two isolated cities.

From:	Robert Puglisi
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 3:24:34 PM

My Name: Robert Puglisi

My Email: bpuglisi511@yahoo.com

My Address:

1001 Turtle Run Dr.
Apt.106
Sebastian, Fl. 32958

It boggles the mind that you people are so imperious to think you can destroy our communities without us fighting back. You will not build your high speed train here. We will not allow it.

From:	Karl Richardson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 10:20:10 AM

My Name: Karl Richardson

My Email: kritr4@bellsouth.net

My Address:

7997 SE VIlla
Hobe Sound, FL 33455

As a taxpaying voter, I urge you to stop these trains from running through our community. Our peaceful way-of-life, our non-congested roadways and our waterway bridges right-of-way will be violated by a greedy company. These things have happened before in America and always take years to correct.
Please STOP the All Aboard Florida project before it happens.
This issue will not go away for the citizens of the Treasure Coast.

From: michael and lauren Stango
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Wednesday, December 03, 2014 9:47:11 AM

My Name: michael and lauren Stango

My Email: traderms@comcast.net

My Address:

18254 Perigon Way, Jupiter, FL 33458

John Winkle and Coast Guard District 7,
My name is Michael Stango and I live at 18254 Perigon Way, Jupiter, FL. 33458. Which is located west of the train bridge
on the Loxahatchee River. I am an avid boater and fisherman. I own a 34' Pursuit Drummond Sport Fisherman, which is powered by twin Yamaha 350's.
Unfortunately, I could not attend the meeting held at the Jupiter Community Center.
I am personally appalled when I read the small window used in January to evaluate our boat traffic. I have lived on the river since 2008
and boat throughout the year. My limited access time to get in and out of the river is concerning for many reasons, which I am sure was expressed by
many residents. My main concern is safety. The Loxahatchee is aligned directly behind the inlet, which causes significantly strong currents. I don't
know if we have a camera located on the train bridge or on the AIA bridge. If not, I would ask for consideration to mount one or two for a period
of time that would allow for an accurate count of boat traffic. More importantly, focusing on the summer, spring months and especially Holiday weekends.
Living directly across from the sand bar, I can confirm 50 to 75 boats a day are beached frequently. To use a short window in January is unacceptable.
My safety concerns have been an issue since I moved on the river. During the warmer months, especially in the summer
the boat back up at the train bridge is horrific. In the summer months the majority of boaters are teenagers or in their early twenty's. Ninety five
percent of them have never taken a Coast Guard class or are aware that a boat with the "current" has the right of way! When that bridge opens
it's like the start of the Indy 500. Vessels like mine with significant weight in the back, will have their stern slide out with the current. I have had many
close collisions over the years. Specifically, when an approaching boat will "not" give me the right of way. Leaving me no alternative but to increase my speed causing
a large wake in a very narrow opening. I have witnessed, boats brushing up against one another, objects being thrown at boats and verbal exchanges
that may have lead to physical confrontation.
We are all blessed with what mother nature has given us. A for profit train should not jeopardize our freedoms and safety!

Sincerely,
Michael Stango
18254 Perigon Way, Jupiter, FL. 33458
561-827-5787

From:	Elllen Di Meglio
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 9:36:20 AM

My Name: Elllen Di Meglio

My Email: efdm0201@yahoo.com

My Address:

592 Metalmark Way
Sebastian, Fl. 32958

This train is of no benefit to the locals in the treasure coast area. Alll we are going to get here is the inconvenience of the train going through our towns and the noise. Not to mention the increased danger at the crossings. As usual it's another brainless idea of big business. We are against this train!

From:	Chris
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Tuesday, December 02, 2014 6:43:24 AM

My Name: Chris

My Email: bensonian1002@yahoo.com

My Address:

481 Francesca ridge road, boynton beach florida, 33435

this increase in rail traffic will slow down the ability of first responders, increase the need for first responders due to traffic and pedestrian related accidents, and lower property values of residences living along the railroad.

This cannot be allowed to push through

From:	Robert Puglisi
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Thursday, November 27, 2014 10:01:02 PM

My Name: Robert Puglisi

My Email: bpuglisi511@yahoo.com

My Address:

1001 Turtle Run Dr.
Apt. 106
Sebastian, Fl. 32958

The plan as put forth by All Aboard Florida is so destructive of the Treasure Coast communities thru which it will pass that I can't comprehend just how stupid and evil these people are. AAF belongs in the garbage.
Bob Puglisi

From: William E Quinn II
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Wednesday, November 26, 2014 8:35:33 AM

My Name: William E Quinn II

My Email: weq2@aol.com

My Address:

596 Scrubjay Drive, Jupiter, FL 33458

Dear Mr Winkle:

Please accept this correspondence as comments and questions about the AAF DEIS for consideration by the Treasure Coast Regional Planning Council. The Town's comments are organized by the Environmental Effects identified in the DEIS.
Land Use:

It is my understanding, 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, I believe the residents like myself 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.

TRANSPORTATION
Although the DEIS focused on passenger rail, the assumptions in the analysis include a growth in freight that need to be considered given the combined impacts on transportation.

Baseline Data for Freight: The DEIS discusses expected increased freight train trips using 2013 as a baseline. This section should be updated to cite 2014 figures and projections for 2015 and beyond. The section also states that a doubling of the number of expected freight trains along the line is expected within two years. The basis for this anticipated doubling should be provided.

Per the DEIS, there is a 30% increase in average freight train speeds in the No-Action Alternative over the average currently being experienced. An explanation of this increase is important to ensure that there is a clear understanding of the basis for the assumed change in speed.

The information requested above will provide more certainty regarding the baseline impacts of increased

freight without the proposed passenger rail service.

ASSUMED TRAIN SPEEDS AND TRAFFIC IMPACTS

The methodology for analyzing traffic impacts confirms that the AADT for only the two largest arterials have been included for each county. Using only two roads per county (10 total, or 6% of the total number of crossings) provides an incorrect calculation of the total average daily volume being impacted by the proposed project. The transportation study needs to be vastly expanded to study the impact on all major local roads with grade level crossings.

The assumed operation speed for freight trains as 54.3 mph in the DEIS is questionable, in the Town of Jupiter for the Center Street, Indiantown Road and Toney Penna Drive crossings due to the Loxahatchee River bridge and curvature of the rail. Based upon the Town's internal review of the rail system in Jupiter, a 30 mph operation speed seems to be a more appropriate assumption for freight trains. The corresponding total closure time, based upon the Town's calculations, will be extended from 2.5 minutes to almost 4 minutes, which significantly impacts the traffic on Indiantown Road. Additionally, the assumed operation speed for passenger train in the DEIS is 89.2 mph, which is an unreasonable assumption for this section of the system. Given the radius of curvature of approximately 450m, the safe train speed seems to be limited to 60 mph.

Based upon the Town's speed assumptions, the Indiantown Road/Alternate A1A intersection is projected to be over-saturated due to crossing closure – which also assumes two (2) freight trains and one or two passenger train(s) -- during the PM peak period in 2036. The vehicle queue will exceed 4,000 feet and the corresponding intersection delay will be over 200 seconds per vehicle.

The projected impacts on traffic constraints have not been adequately addressed within the DEIS. The limited number of intersections analyzed and the generalized speed of the trains that were assumed do not provide adequate data to understand the impact of projected freight and new passenger service on local traffic. Given this, the anticipated speeds in Jupiter should be analyzed to better understand the impacts of freight and passenger service on traffic in 2036. It would be beneficial to know, where on the system trains will accelerate and decelerate and the anticipated speeds would be at these locations.

Additionally, critical intersections at crossings need to be analyzed in term of traffic impact, especially for the intersections with speed constraints such as the Indiantown Road, Toney Penna Drive and Donald Ross Road crossings. Further, an assumption regarding Tri-Rail impacts should be included as well. In response to the anticipated impacts, traffic mitigation strategies need to be proposed in the EIS report as well.

FREIGHT IMPACTS

The DEIS gave limited consideration to the relocation of freight from the FEC Corridor. For example, the DEIS states, "Negotiating shared-use agreements presents the risk...that the controlling railroad would not agree to acceptable terms for a shared use environment." AAF should attempt to negotiate a shared-use agreement for tracks west of the proposed project before citing this as a risk and dismissing this alternative. Additionally, other inland, such as the US27 Corridor proposal, or maritime options should be explored in the study as well.

NAVIGATION

Of significant concern for the Jupiter community is the impact of the Loxahatchee Bridge operation on maritime traffic. DEIS information about existing conditions differs from what has been gathered locally. Data gathered should be consistent and reevaluated to better understand the maritime impacts.

Further, there continues to be concerns about the condition of the Loxahatchee Bridge itself. Information gathered about the structural integrity of the Loxahatchee Bridge during recent inspections needs to be made available. In addition, a specific scope of work for the reconstruction of the Loxahatchee should be better defined in the study.

NOISE AND VIBRATION

The areas of moderate noise impact seem to be underestimated. Houses in our community are located in close proximity to the corridor and identified as no-impact, yet owners currently experience moderate noise and vibration impacts from train noise and horns from existing freight operations. The noise

impact zones need to be reviewed to ensure that they accurately reflect moderate and severe noise impacts along the north-south route.

Noise from wheels – maintenance not the only option. Table 7.2-2 also includes the mitigation measure "Maintain train wheels and rails to minimize vibration." Since there is no indication that this is being done for existing freight trains, there should be a mitigation measure added by the FRA for periodic inspection and tolerances which, if exceeded, would require train wheel replacement.

WATER:
With the addition of impervious surface associated with the addition of rail within the corridor, the Town requests the identification of more definitive water pre-treatment strategies and their locations as part of the impact statement.

PUBLIC HEALTH AND SAFETY:
Grade Separation: the DEIS indicates that the East-West Corridor would be entirely grade separated at roadways. Existing roads would either be crossed using bridges or would be closed, eliminating any potential safety concerns. A similar commitment to safety does not appear to be provided in the North-South Corridor. The North-South Corridor should require the same level of safety as the East-West Corridor. AAF should be required to pay for grade separation of the major crossings when done in consultation with local communities.
Grade Crossings: The DEIS Grade Crossing Details report did not account for impacts on emergency vehicular traffic that must cross the railroad tracks to deliver services to or from Jupiter Medical Center and the neighborhoods located on the other side of the corridor. The impact on emergency and public safety facilities should be analyzed in the study.

As a condition of proceeding with the proposed project, the FRA should require AAF to finance safety improvements associated with as well as the process required for the creation and the on-going maintenance of quiet zones requested by local communities. Further, the scope of work at each crossing, which should include Vehicle Presence Detection devices, should be detailed within the study.

Safety has to be addressed in the DEIS for pedestrians and bicyclists as well. Pedestrian gates and sidewalks should be included in the scope of work for crossing safety upgrades. Communities should be included in the evaluation of safety needs given local knowledge of pedestrian and bicycle movements.

Sealed Corridor: A sealed corridor needs to be established that minimizes visual impacts while effectively preventing informal pedestrian crossing between the established at- grade crossings. This should be done in cooperation with the impacted communities.

CULTURAL RESOURCES
The information in the DEIS pertaining to the Historic Resources within the West Palm Beach Corridor Area of Potential Effects should be updated to include the following historic sites within the Town:

Sawfish Bay Park (Florida Master Site File #8PB11388)

Milam Archaeological Midden (Florida Master Site File #8PB11546)

Neither midden directly impacts the FEC ROW. The Milam Midden is located just west of the FEC ROW on three residential properties along the north shore of the Loxahatchee River south of Riverside Drive. The other is an archaeological site at Sawfish Bay Park. As required by the National Historic Preservation Act of 1966, the West Palm Beach Corridor Area of Potential Effects completed for the DEIS was required to include known archaeological sites within 150 feet of the FEC ROW to allow for consideration of indirect impacts. Both middens are within 150 feet of the FEC ROW but were not included in the DEIS. They should simply be identified in the final report.

As a voter, taxpayer and concerned resident I am asking you to consider my comment and aforementioned issues that were identified by and discussed by the Town Council, of the Town of Jupiter,FL during their November 4, 2014 meeting. .

Sincerely,

From:	Stanley Huddleston
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Tuesday, November 25, 2014 6:46:15 PM

My Name: Stanley Huddleston

My Email: stuartquay@usa.net

My Address:

1209 e. ocean blvd. Stuart, Fl.34996

I am totally against All Aboard Fla. Trains and don't understand how the goverment could allow something
of this magnitiude to possably take place with out letting the citizens to vote on it.As a boater that uses local waterways that requires passing thru / under bridges that will be closed more than they will be open!
I also live a few blocks from our local hospital to which access from the north,most of the south and all of the west will be blocked by 4 rail road crossings.you can currently speed from 10-23 minutes just to get across. Multiply this by all the current trains plus the 32 new trains will lead to deaths not to mention the loss of property values for many of our nicer neighborhoods that are close to the train tracks. Neither me or any of my friends can understand why the train doesn't switch to the Amtracts west of towns along the S.E. Fla. Coast.

From:	Justine Simone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains!!!!
Date:	Monday, November 24, 2014 9:53:15 PM

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:	Forrest Kleiser Saleh
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Saturday, November 22, 2014 1:49:26 PM

My Name: Forrest Kleiser Saleh

My Email: forrestsaleh@hotmail.com

My Address:

13280 164 Ct. N.
Jupiter, Fl. 33478

I don't have a problem with a railway going from Miami to Orlando. However, there needs to be new tracks made and it should go West of town (via P&W) and veer toward Orlando. To go through the major towns up the East coast would be more costly then laying newer tracks. For example, the railroad bridge in Jupiter would have to be completely rebuilt. It
s been there since the 50's when my family moved there. There needs to be access for emergency vehicles. People lose time now due to the draw bridges having specific times in the weekday and anytime on weekends plus the freight trains that already take up enough time. I can't imagine how a town like Jupiter with another train going through would function economically. I'm sure other towns up the East coast would have similar problems. I think it would be less expensive to make the new rails in rural, undeveloped areas on flat surfaces without having to rebuild or demolish buildings in the pathway toward Orlando.

From:	glen blair
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Saturday, November 22, 2014 11:17:03 AM

My Name: glen blair

My Email: grogerb@bellsouth.net

My Address:

58 woodland dr vero beach FL 32962

As FAA is now claiming private ownership of rail corridor...and therefore that they can do as they please with it...I have several suggestions: 1) That "being" the case they should be billed for all back tax abatements plus penalties and interest . 2) Also each town should now impose a tax assessment on every foot of rail linage ...this $ amount to be decided later and to be kept secret...using fabricated determinates (starting at an estimated $1000/foot). 3)There should also be a per person ridership surcharge...with a starting floor of 3.5 million riders; based on FAA's own estimates - and which would be a minimum - even if they only realize the same virtually non existent current ridership. 4)There should be no taxpayer backed loan guarantees for a private enterprise.

From:	Naomi Ruehlman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 21, 2014 9:03:26 PM

My Name: Naomi Ruehlman

My Email: naomi_ruehlman@yahoo.com

My Address:

2226 NW Padova St.
Port St. Lucie, FL. 34986

There are obviously a number of unanswered questions and valid concerns regarding this ill thought-out project that will only service the needs of the very few statewide while inconveniencing a very large portion of the voting population.

This high speed system will tear through Saint Lucie county, ignoring Port Saint Lucie, which according to the latest Census, is the 9th largest city in Florida. All we will get from this proposed "high speed rail" is more traffic delays and noise!

For these reasons alone, this project should NOT move forward. I just wish to close this letter by saying that a large population inconvenienced by this proposed route will remember this at election time!

From:	Herb Lozott
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 21, 2014 8:01:37 PM

My Name: Herb Lozott

My Email: conchchowder@att.net

My Address:

522 Evergreen Drive, Lake Park, FL 33403

Another fiasco in the making. We are stopped from getting from one side of town to the other too many times, and for too long of a period as it is. Now insult will be added to injury if this joke of an idea comes to pass. It's an expensive, bad idea. It is doomed to failure. It will cost the tax payers far more than it will ever return. Only special interests will be cashing in, and that will only be on the construction. A little like publicly funded Baseball fields that are nothing more than publicly funded boondoggles.

From: Mr & Mrs William Fitzpatrick
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Friday, November 21, 2014 4:50:27 PM

My Name: Mr & Mrs William Fitzpatrick

My Email: carolfitzz@hotmail.com

My Address:

1589 SW Sea Holly Way
Palm City, Fl. 34990

Florida Not All Aboard

This should be front page news with all that is being done for the preparation of the supertankers coming through the expanded Panama Canal.
The said rail tracks will be not be used for passengers without losing money. What then freight traffic, this was wanted all along!
We need to hold our elected officials accountable!
Grants ! This is Taxpayers Money not to be repaid!
• $1 Billion for Ports to be upgraded
• $112Million grant for new equipment
• $215 Million grant for new train station for Orlando Airport
• $10 Million grant for Quiet Zones
• $90 Million grant for next year
Every day 7am thru 11pm a total of 52 times per day for passenger and freight trains will pass!
Major impact on coastal economy.
All coastal towns are reliant on easy access to beaches, waterways and waterfront parks. Every route has to cross railroad tracks!
The charm of our small downtown areas with shops and restaurants will be affected.
Martin Memorial Hospital.
Doctors' offices and labs affiliated with Martin Memorial will be affected. Every route has to cross railroad tracks!
National Waterway
Connecting West Coast to the East coast of Florida. Only one way to reach the ocean is through the St. Lucie River
Our Indian River Lagoon is known as a National Treasure.
Imagine an accident on our antiquated railroad bridge on the Saint Lucie River. Has anyone walked the track along the bridge? It is an accident waiting to happen! Has anyone looked into statistics across the country of train accidents and spillages that effect our environment ?
What of our Safety?
How can FAA have that much power to affect so many people? Our government and Elected Officials need to put the constituents first.
There are alternatives with less impact.
Go West with existing CSX tracks!
Lay tracks beside Florida Turnpike!

Respectfully
Willam & Carol Fitzpatrick
1589 SW Sea Holly Way
Palm City, Fl. 34990

From:	Deborah Lundmark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, November 19, 2014 7:54:13 PM

My Name: Deborah Lundmark

My Email: vbmathmom@hotmail.com

My Address:

3360 57th Ave
Vero Beach Fl 32966

I firmly believe that All Aboard Florida is going to be extremely detrimental to Florida's east coast. There is already passenger train service through Amtrak between Miami and Orlando. It is so under utilized that many people do not know of its existence. I think All Aboard will run passenger service at a loss for a short period of time before converting to more long, slow freight trains noisily bisecting our towns with the new double tracks. The timing is perfect for the newly widened Panama Canal and the additional freight that will need to be moved as a result.
Our residents will see their property values drop, tourists heading elsewhere due to the noise and delays, and emergency vehicles blocked by trains when every minute counts.
I understand that businesses need to make a profit, but this should not be at the expense of our towns, our homes, and our health. They can use land belonging to CSX. Let them run their freight and/ passenger trains without destroying our towns. There are other, better options. They should be utilized.

From:	Deborah Lundmark
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, November 19, 2014 7:53:43 PM

My Name: Deborah Lundmark

My Email: vbmathmom@hotmail.com

My Address:

3360 57th Ave
Vero Beach Fl 32966

I firmly believe that All Aboard Florida is going to be extremely detrimental to Florida's east coast. There is already passenger train service through Amtrak between Miami and Orlando. It is so under utilized that many people do not know of its existence. I think All Aboard will run passenger service at a loss for a short period of time before converting to more long, slow freight trains noisily bisecting our towns with the new double tracks. The timing is perfect for the newly widened Panama Canal and the additional freight that will need to be moved as a result.
Our residents will see their property values drop, tourists heading elsewhere due to the noise and delays, and emergency vehicles blocked by trains when every minute counts.
I understand that businesses need to make a profit, but this should not be at the expense of our towns, our homes, and our health. They can use land belonging to CSX. Let them run their freight and/ passenger trains without destroying our towns. There are other, better options. They should be utilized.

From:	Rodney Day
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, November 19, 2014 9:59:10 AM

My Name: Rodney Day

My Email: rdayiii@mac.com

My Address:

5958 SE Mourning Dove Way
Hobe Sound, FL 33455

Please play hardball with the FRA and the Florida East Coast Railroad on FEC's proposal to add a ridiculous number of freight and passenger trains to its right-of-way between Miami and Orlando. The proposal makes absolutely no sense. The data cited in the DEIS is seriously flawed, from ridership estimates, to disruption of marine commerce and recreation, to the environmental impact on parks and communities through which the tracks pass. Please visit any one of the dozens of towns along the line, stand at any number of crossings, and visualize what a "high speed" train will do to the life of that town, not to mention what more frequent and much longer freight trains will do.

There is an existing CSX right-of-way a few miles west of the FEC line which should be considered. It would create minimal intrusion into the lives of hundreds of thousands of people who live and work in this part of South Florida. The thought of letting the FEC proceed with its brutal proposal is indefensible at best, incorrigible in fact. Please stop this travesty in the making.

Thank you.

From:	Colleen Clair
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, November 19, 2014 8:08:26 AM

My Name: Colleen Clair

My Email: colleenanneclair@bellsouth.net

My Address:

11345 SW Meadowlark Circle
Stuart, FL 34997

I grew up in the small town of Stuart, which has grown considerably. Traffic already comes to a complete gridlock often enough with the freight trains and this will make my town a place MUCH less desirable. GO WEST with it, fools!

From:	Ed Preman
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Tuesday, November 18, 2014 2:03:22 PM

My Name: Ed Preman

My Email: premansite@comcast.net

My Address:

8385 SE Ketch Court
Hobe Sound, FL 33455

From the coastal neighborhoods of Hobe Sound to Stuart is only 8 or 9 miles, but taking the "obvious" DixieHwy route criss-crosses the FEC tracks several times. Going north into Jensen adds a few more as well as including several bridges. If the luck of the draw is not with us, the daily 10 mile venture north can sometimes take 30 - 40 minutes with a bridge opening and stoppage for a train. Add 32 trains a day and that 10 miles could take 60 minutes. And, our PUD's western boundary is the FEC tracks. Residents who invested $400K - $500K for their dream home are already upset about the 12 - 15 trains every 24/7. Add 32 trans a day and they'll try to sell and lose $$, property values will tank, and /or residents who stay will become unhappy. Tell me where Martin County benefits from this fiasco???

From:	Doris and Justin White
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Monday, November 17, 2014 6:49:56 PM

My Name: Doris and Justin White

My Email: dwhite9500@aol.com

My Address:

3712 Outrigger Dr., Fort Pierce, Florida 34946

There are no positive benefits from the All aboard railroad to the Treasure Coast as it will destroy the peace and quiet in our beautiful river front communities and make it unsafe for the residents. It will negatively affect the businesses in the areas east of the Dixie Highway and U.S. 1. It will also hinder traffic, emergency vehicles and bridges and boat traffic. I am a realtor and am already seeing signs that the train will seriously affect sales of prime properties due to the proposed railroad.

Please stop this ridiculous proposal.

Doris L. White and Justin A White
3712 Outrigger Drive
Fort Pierce, Florida 34946

From:	Frances Schulz
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Monday, November 17, 2014 6:36:46 PM

My Name: Frances Schulz

My Email: febszy@gmail.com

My Address:

555 4th st # 53 Vero Beach, FL 32962

I live in small adult Mobile Home park that borders the railroad tracks on 4th street & Us 1. My home is about 100 feet from the signal crossing and I am awakened at least twice a night with the train laying on it's horn to and through the crossing. There are signal arms at the crossing and there is no need once they reach it to keep blowing their horn through it. This is one of the few still affordable parks left for those of us trying to live on our SocSec checks, so there is no moving else where. We need a better system for the trains between 10 PM and 7 AM than currently exists. I can't imagine what life here would be like with more trains than currently use the tracks because there would be no peace or quiet here.

From:	Henry Howell
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Monday, November 17, 2014 4:03:00 PM

My Name: Henry Howell

My Email: hwhowell@att.net

My Address:

6711 SE Mourning Dove Way
Hobe Sound, FL 33455

Dear Representative,
All Aboard Florida is a very disturbing project on many, many levels. I will touch on only a few in this letter.
1. Home value. Already the homes of us who live in the eastern coastal area of Martin County are seeing the value of our homes decline. A number of our neighbors are considering putting their homes on the market. I know that I as well as others in our area will ask for a revaluation of our homes for tax purposes if this project goes through.
2. Safety. With the thirty-two passenger and an unknown number of freight trains scheduled it will be very difficult for emergency services including fire, police and health providers to get to us in any reasonable amount of time. It will be just as difficult for us to get out of our community to get to health providers when necessary.
3. Cost. The idea that the passenger side of AAF will be profitable and therefore able to repay its government guaranteed debt is ludicrous. I worked for a bank for 35 years and know that no passenger service in the entire US is capable of repaying this kind of loan. There is no question that the taxpayers will end up on the short end of the stick.
4. Location. If the government wants a rail link between Miami, Fort Lauderdale and Orlando they should upgrade the tracks of the CSX line which runs through the middle of the state. It will not bother our citizens and will be less costly to build.
I would strongly suggest a complete revaluation of this project and a denial of permission to build the second line.
Sincerely,
Henry Howell

From:	Werner A. Palmer
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Monday, November 17, 2014 2:16:30 PM

My Name: Werner A. Palmer

My Email: wopalmer@aol.com

My Address:

709 Navaho St.
Jupiter, Fl 33458

This has been touted as a job producing and economic enhancing project. Would it not make more sense to use the existing CSX rail system. This system runs through the center of the state and is also used by Amtrack. The rails exist to take this train from West Palm Beach to Orlando and the center of the state could use the economic and work enhancement. This route can be seen on a map issued by the state of Florida under the Florida Rail Network.

From:	walt pribble
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Monday, November 17, 2014 11:18:28 AM

My Name: walt pribble

My Email: wlpribble@aol.com

My Address:

1755 sw monarch club Dr
Palm City, Fl 34990

Safety, safety, safety!

From:	Julie Creswell
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Sunday, November 16, 2014 4:46:58 PM

My Name: Julie Creswell

My Email: xmasgirl2003@gmail.com

My Address:

412 Northlake Drive
North Palm Beach, Fl 33408

I live close enough to the tracks here in North Palm Beach, and can hear two trains whistles blowing at around 11:30 and 12 midnight. I don't want to hear any more than we already do! Not to mention all of the clogging up of vehicular traffic (especially during season). I have personally seen people killed by trains. Not particularly safe. How much am I (a middle class citizen) going to pay for a round trip ticket for my whole family to go to Disney on this train, when we can all jump into my 7 passenger van and be there in 3 hours, plus have a car while there? Are the less fortunate going to pay for a ticket? I think not. The rich can fly, boat, or take a luxury vehicle up. It makes no sense to me as to who is going to ride this thing!

Thankyou for listening, and really paying attention to what people are saying instead of steamrolling ahead.

Julie Creswell

From:	Chris Brennan
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Saturday, November 15, 2014 12:52:44 PM

My Name: Chris Brennan

My Email: capnloogie@gmail.com

My Address:

5472 NE 3 AVE
Oakland Park FL
33334

All aboard Florida has finite funding. When that funding runs out, it will fall on the tax payers. The passenger numbers they claim the trains will carry are ubsurd. This project will never be self funding. Stop this project before it's too late to turn back.

From:	george pronovost
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Saturday, November 15, 2014 12:17:16 PM

My Name: george pronovost

My Email: pgeorgepro1@aol.com

My Address:

72 yacht cl pl tequesta fl

trains will save fuel moving people, no. what about all the cars and boats that are idling at all the crossings and the boats waiting at draw bridges wasting fuel.

From:	tom gill
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 14, 2014 11:35:32 AM

My Name: tom gill

My Email: gatorkiter@gmail.com

My Address:

3866 hield rd
palm bay, fl

We all know that this is going to turn into another Amtrack, who needed and got $350 million from the feds for operating in the red last year year. They are in the red every year.

From:	Kathleen warren
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, November 12, 2014 8:49:29 PM

My Name: Kathleen warren

My Email: katesiunflower8@gmail.com

My Address:

6662 Picante Circle
Fort Pierce , fl.

We see no befit to have aaf running through our area. We can see the great damage it will cause to the environment . There is zero benefit to our area. Many of our main streets cross these tracks and would cause a major traffic jam. Aaf would also prevent medical help from saving a life.
We are against it.

From:	James E Duffy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Tuesday, November 11, 2014 4:17:29 PM

My Name: James E Duffy

My Email: whynotjim@comcast.net

My Address:

55 Links Road
Hobe Sound, Florida 33455

Believe me if I have to cross a railroad track being used by a train going 100 miles per hour I'm not going to depend upon a signals working. I'm going to stop or at least slow down and look both ways before crossing and I will not be alone. These delays plus those created while the gates are down will make thousands of constituents angry day in and day out year in and year out. They will see to it that their congressional representatives lose their jobs if The Train goes through irrespective of any reasons the representative can muster for why he/she couldn't prevent it. There will be no allowance for excuses.

From:	Bill Escue
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Tuesday, November 11, 2014 3:54:11 PM

My Name: Bill Escue

My Email: escues@sbcglobal.net

My Address:

2 Banyan Road
Stuart, FL 34996

772-286-5376

Hello,

Real simply, AAF will destroy the Treasure Coast. Imagine in excess of 50 trains per day (passenger and freight) passing through this area. Just last week, I was held up at the intersection of Monterey Road and Dixie highway for 28 minutes....for 1 train!!

AAF has consistently stretched the truth. It is simply a real estate venture in Miami, Fort Lauderdale and West Palm Beach to develop property that Fortress owns. Here is a key question to think about.....why should Fortress get a loan to build of all things, an 80 story building in Miami? What has that got to do with transportation?

Send the train through rural areas west of the Treasure Coast. This makes the most sense and is the safest option. This whole project is a mistake waiting to happen. The ridership will not materialize as projected and a couple years later there will be no running trains but real estate making money for Fortress. Many of the folks that AAF claims will be riders will rent cars.

Please look at this very closely. This project is not in the best interest of the citizens or the state. It is a boondoggle that needs shut down by not allowing it to happen. Let's have the government work for the people, not a disreputable business that continues to provide false and misleading info and even sued the state to prevent the release of very basic information!!

Thanks,

Bill Escue

From: christine adams
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Friday, November 07, 2014 10:43:11 AM

My Name: christine adams

My Email: c@cdg1.net

My Address:

8226 SE golf house drive hobe sound fl 33455

Deny the AAF RIFF loan - this is crazy to run HSR on old tracks with AT GRADE crossings - move the tracks west and plan the rail road properly!

From: George ADAMS
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Friday, November 07, 2014 10:36:40 AM

My Name: George ADAMS

My Email: george@czadams.com

My Address:

8226 Se Golfhouse Drive

The train makes no sense north of West Palm - what modern rails road rams thru towns with AT GRADE crossings! Deny the RIFF loan and Private Activity Bonds!

Sincerely
George Adams

From:	sevon Baker
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 07, 2014 10:24:20 AM

My Name: sevon Baker

My Email: sevon586@att.net

My Address:

416 16th street sw
Ve err o beach fl. 32962

number one reason we shouldn't have the train come through Vero Beach Florida it's because of it runs right by some schools so the noise will affect the children's learning number 2 because of the pollution it will create and number 3 because it benefits us not at all....

From: S. D. Silberg
To: Phillips, Andrew W SAJ
Subject: [EXTERNAL] Stop All Aboard Florida High Speed Trains
Date: Friday, November 07, 2014 10:23:45 AM

My Name: S. D. Silberg

My Email: sdsilberg@yahoo.com

My Address:

42 Vista Gardens Trail
Apt 204
Vero Beach
FL 32962

We live close to where these trains will run. We use the road that will be affected by the train crossing regularly. Its a level crossing at a busy intersection.
We are terrified that there will be terrible accidents at this crossing and that people will be killed - and it might be us.
As it is we hear the few trains that cross nearby to us. it is currently a gentle sound that has become background noise to our lives. We detest the idea of numerous high speed trains rushing by casing vibration, noise, pollution and danger it is going to have a negative impact on our lives and we are dreading it.
We hoped for a peaceful existence in Vero Beach but now this! We cant understand why these monster trains must rattle through communities -and we don't even get to benefit from it - just noise, pollution, vibrations and potential accidents.
This project as planned is a disgrace. I am not against high speed rail and I am all for mass transport but this is an outrage and the people being affected are being ignored. Shame on you!
Sincerely
S. D. Silberg

From:	Vera Balsam
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 07, 2014 10:22:48 AM

My Name: Vera Balsam

My Email: balsamvera@gmail.com

My Address:

1204 Boston Avenue,
Fort Pierce, Fl 34950

To put this train in St.Lucie County would be horrible, we have enough now that it slows traffic, stops traffic, we already have so many businesses that have closed or barely hanging in there and no one would be able to get to our Historic Downtown therefore even more food off of people's plates. I say no to the train!!

From:	raymond haines
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 07, 2014 10:22:37 AM

My Name: raymond haines

My Email: primetime631@aol.com

My Address:

2200 sw brookhaven way
palm city fl 34990

why have we not heard of the feasability of having the trains run on tracks west of the proposed route ?

From:	Anthony Richard Carilli
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Friday, November 07, 2014 10:22:08 AM

My Name: Anthony Richard Carilli

My Email: antrxxx@aol.com

My Address:

19315 N. Riverside Drive, Jupiter, Florida, 33469

My son Andrew and his friend 20 houses down the road, on Riverside Drive, both homes directly on the loxahatchee, both brought out there Jet skis this past June. Both experienced drivers, his friend accidentally slammed into my sons Jet ski Goin approx 55 mph, hitting his back quarter panel and ejecting her into the water! Andrew then noticed she was face down in the water, not moving, he thought quickly and swam to her and turned her over and got her to shore with help from another canoe rider, who also called the coast guard. She laid unconscious, until emergency coast guard boat arrived & then trama hawked to hospital & put on coma life support till revival 3 days later. All this emergency & revival would not have happened & a dead 17 y.o. Girl from a minor jet ski accident would have been the outcome if that trains bridge was down & emergency boat could not have reached her on other side of that low bridge in Jupiter!

From:	Geraldine Knam
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop All Aboard Florida High Speed Trains
Date:	Wednesday, December 03, 2014 8:35:44 PM

My Name: Geraldine Knam

My Email: gerryk@bellsouth.net

My Address:

7547 SE Bay Cedar Circle, Hobe Sound, FL 33455

PLAIN and SIMPLE... We in Martin County and Florida ..DON'T WANT THE ALL ABOARD TRAIN !!!! Why c an't you understand that ???

From:	Daniel Dunn
To:	AAF_comments@vhb.com; john.winkle@dot.gov; Anthony.Foxx@dot.gov
Cc:	Phillips, Andrew W SAJ; 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:	[EXTERNAL] Stop All Aboard
Date:	Tuesday, December 02, 2014 4:48:46 PM

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,

Daniel Dunn, M.D., Ph.D.
309 SE Osceola Street, #350
Stuart, FL 34994
772-781-3299
The Guardians of Martin County, Inc.
www.theguardiansofmartincounty.com <http://www.theguardiansofmartincounty.org/>

From:	Tim Carew
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop the Big Train project
Date:	Tuesday, October 28, 2014 9:49:16 AM

I am a boater....and this new, unnecessary high-speed train project is a terrible idea. The negatives for the east coast of Florida are numerous (you know them). Please do what you can to STOP it.
Tim Carew
Hobe Sound, FL

Sent by Tim
Please reply to timpb97@gmail.com

From:	Lynn
To:	Everlyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] STOP THE TRAIN!
Date:	Saturday, November 01, 2014 9:04:27 PM

Evelyn.Smart@uscg.mil <mailto:Everlyn.Smart@uscg.mil>
,Andrew.W.Phillips@usace.army.mil,David.Keys@noaa.gov --
I am coping another email because it says exactly what I want to say about why we on the treasure coast MUST STOP THE TRAIN - Please listen to us who have lived here for over 25 years and want it to remain our home for many more Happy years. Do the right thing Don't let Big Money influence your decisions.

What happens when the bridge breaks -- (i) if up or (ii) if down)?

TO ALL WHO ARE CONCERNED WITH RECREATIONAL AND COMMERCIAL
NAVIGATION OF THE ST. LUCIE RIVER/OKEECHOBEE WATERWAY:
ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY,
FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and allow slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request "after vehicle traffic clears".

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down

Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.

Sincerely, Lynn & Jim Banas
9053 SE Ceres St.
Hobe Sound FL 33455

Lynn ...Sent from my iPhone

From:	Germaine Alger
To:	Evelyn.Smart@uscg.mil; Phillips, Andrew W SAJ; David.Keys@noaa.gov
Subject:	[EXTERNAL] Stop the Train
Date:	Saturday, November 01, 2014 7:09:40 PM

Nightmares occuring dozens of times a day...that's what is in abeyance...when those trains disrupt waterway traffic on the St Lucie River.

This would be like closing I95 for hours a day...

What happens when that 100-year-old bridge breaks down???

For the Treasure Coast and Martin County in particular, there is nothing positive and nothing but negatives regarding these trains disrupting our wonderful way of life.

Sincerely

Germaine S. Alger
3248 SE Aster Lane
Stuart, FL 34994

From:	Judy Cialone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop the train
Date:	Saturday, November 01, 2014 5:17:03 PM

To my Elected officials and community leaders and Coast Guard.
I want to voice my opinion about this issue of the TRAINS! This would be disastrous to our gorgeous fishing and boating communities on the Treasure Coast...Martin County. It makes me fearful just to think about how many innocent people would DIE, either from direct contact with one of these trains or from lying in an ambulance at one of the many crossings .... trying to get to one of the hospitals (which are located across the tracks) Horrific!!!!!
There are many other issues too.....wildlife and rare and endangered species habitats ruined, peace and quiet will be a thing of the past, REAL ESTATE devaluation!!!! (I am a Realtor), Issues such as Air quality.... and our bridges and our taxes Which undoubtedly will go up in the future will be negatively affected.
I am appalled that something so obviously of no use to the " majority" of individuals has even gotten this far. Please do everything in your power to Stop this Train !!! it is truely going to ruin the Treasure Coast!!!!
thanking you for your attention to this matter.

--
Judy Cialone
Sent from my iPhone

From:	Tim Carew
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] Stop the trains
Date:	Saturday, November 01, 2014 9:21:23 AM

Please help us to stop this awful Big Train project. The pollution, the inconvenience, the dangers and the financial disaster that faces us all are beyond calculation. This is an ill-conceived project that has NOTHING to do with passenger rail service (which will fail miserably)....but everything to do with giving FEC free rail upgrades. With the new Panama Canal enlargements, the container ships from China will be much bigger....and arrive in Miami or Ft. Lauderdale ready to be unloaded and need triple the freight (not passenger) train service.

Please use your power and authority to stop this fraud....and the expense of upgrading all the bridges...and the unnecessary delays to us boaters. The final costs will be born by U.S. taxpayers, believe me! Common sense pleads for you to exercise your power to deny this project!
Thanks for listening...
Tim Carew
Hobe Sound, Florida
561-644-5144

Sent by Tim
Please reply to timpb97@gmail.com

From:	Evelyn
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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
Cc:	President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Subject: Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 4:31:58 PM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. for more than 80 years.

The "Draft Environmental Impact Statement" (DEIS) does not provide accurate, sufficient data and analysis to justify the financial backing. The All Aboard DEIS also does not provide accurate, needed data regarding

- traffic safety including RR crossings at signalized and round-a-bout intersections.
- boat navigation and aging RR Bridges - the modeling is inaccurate.
- natural resources - the impact to rare and endangered species is disregarded.
- environmental justice - the impacts to disadvantaged neighborhoods and small businesses are disproportionately high.
- air and noise pollution from traffic delays is overlooked.

There are significant safety concerns from train frequency (3 closings per hour) at high speeds (up to 110 mph) for local traffic, emergency vehicles, evacuation and intersection fatalities.

The DEIS has inaccurate modeling and analysis of wetland impacts and of the aged, single-tracked RR bridges and obstacles to boating/navigation.

The DEIS should be rejected. Such costly, high-impact projects require accurate and complete data and analysis. Answers to serious safety, financial, environmental justice, traffic and navigation concerns are essential before this project moves forward.

The DEIS inadequacies and inaccuracies result in inappropriately large financial and navigation impacts, safety and environmental risks, especially on multiple coastal communities and their taxes, tourism, economies including mandated millions for RR crossing improvements to accommodate the new high-speed. The precedent could hamper more viable future passenger train proposals.

Evelyn Nelson
4149 SE Old Saint Lucie Blvd
Stuart, FL 34996

From:	Ferboatin@aol.com
To:	Anthony.Foxx@dot.gov; AAF_comments@vhb.com; John.Winkle@dot.gov; Phillips, Andrew W SAJ; 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; President@whitehouse.gov; CongressmanPatrick.Murphy@mail.house.gov; Bill@BillNelson.senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MaryLynn.Magar@myfloridahouse.gov
Subject:	[EXTERNAL] Subject: Please Deny All Aboard funding and permits
Date:	Friday, November 28, 2014 11:10:09 AM

Dear USDOT, FRA, Corps, NOAA, Coast Guard, EPA, Fish Wildlife Services:

We request that the U.S. DOT and FRA deny both the $1.6Billion government-backed loan and the proposed $1.75Billion tax-exempt bonding for All Aboard. All Aboard Florida has failed to establish viability for a private high-speed passenger train service. No privately-funded, high-speed coastal passenger railroad services have been successful in the U.S. For more than 80 years.

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Sincerely,

Henry E Resch
19325 Gulfstream Dr
Tequesta Fl, 33469
ferboatin@aol.com

From:	Joliedancer@aol.com
To:	Phillips, Andrew W SAJ; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil
Subject:	[EXTERNAL] The DEIS has serious flaws, major deficiencies
Date:	Tuesday, October 28, 2014 11:33:16 AM

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

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.
All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting

    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down

* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Claimed "mitigation" being for small areas of Miami-Dade and Orlando,& some roads of Miami-Dade and of Orlando.

The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings"
are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and
supporting other residents.

Martin County has prepared excellent analysis.
Please listen and Object to the All Aboard EIS: it fails to address serious problems regarding the public interest your agency is intended to protect.

Regards,

Frank Dinsmore
Hobe Sound, FL

From:	Karin Huggins
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Sunday, November 16, 2014 10:43:30 AM

My Name: Karin Huggins

My Email: karinhuggins@bellsouth.net

My Address:

4125 South Indian River Drive
Fort Pierce, Florida. 34982

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

Comments regarding the EIS "Public Meeting" in Stuart from Greg Braun, an ecologist with over 25 years experience working in marine, estuarine, freshwater wetlands and upland habitats in Florida, the southeastern U.S., the Bahamas and the Caribbean.

"The chaos at the Federal Railway Administration's "Open House"-style public hearing on the draft Environmental Impact Statement (EIS) that was held in Stuart on October 30 seemed well-orchestrated to make detailed information hard to acquire. No signs identified the area of expertise of the FRA representatives at the many "stations" that were set up around the large meeting room at the Kane Center, which made it difficult to find the right people to ask questions on specific topics.

If the right person could be located, answers were often vague or un-enlightening. Several attendees with experience in the financial world who wanted to pose questions searched unsuccessfully to find someone who could address detailed questions about financing and collateral.

Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.
Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.

One thing did become clear – the level of review was primarily "desktop" with inadequate time having been allocated to field investigations. Could it be that not knowing the accurate extent of environmental impact will result in approval of the EIS? It shouldn't be up to interested citizens to bring these types in information to the attention of FRA – a thoroughly completed EIS would have been forthright in identifying environmental impacts.

We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."

Sincerely,
Karin Huggins

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Greg Strickland
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Saturday, November 15, 2014 9:48:25 PM

My Name: Greg Strickland

My Email: gator592@comcast.net

My Address:

1003 Kara Way
Palm Beach Gardens, FL 33410

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.

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Sincerely,
Greg Strickland

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Deanna Sue Sucsy
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Wednesday, November 12, 2014 10:59:03 AM

My Name: Deanna Sue Sucsy

My Email: sue@sucsy.com

My Address:

6598 SE Roanoke Court
Hobe Sound, FL 33455

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

Comments regarding the EIS "Public Meeting" in Stuart from Greg Braun, an ecologist with over 25 years experience working in marine, estuarine, freshwater wetlands and upland habitats in Florida, the southeastern U.S., the Bahamas and the Caribbean.

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We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."

Sincerely,
Deanna Sue Sucsy

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Donna Woodall
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Tuesday, November 11, 2014 11:10:12 AM

My Name: Donna Woodall

My Email: woodall.donna981@gmail.com

My Address:

7895 134th St. Sebastian, Florida 32958

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Senator Bill Nelson
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Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Victoria mercier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Tuesday, November 11, 2014 2:47:46 AM

My Name: Victoria mercier

My Email: monroe1449@yahoo.com

My Address:

1449 Monroe St
Hollywood

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Sue Burritt
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues
Date:	Sunday, November 16, 2014 12:19:16 PM

My Name: Sue Burritt

My Email: csburritt@aol.com

My Address:

4201 S. Indian River Drive
Ft. Pierce, FL 34982

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Governor Rick Scott
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Ananth Prasad Florida Department of Transportation
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard
Congressman Paul Ryan

From:	Katherine Kenney
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Friday, November 28, 2014 7:45:27 PM

My Name: Katherine Kenney

My Email: kkenney42@gmail.com

My Address:

2895 SW Brighton Way
Palm City, FL 34990

The environmental impacts of the All Aboard Florida project were based on plans at 30% design.

This is unacceptable and legally insufficient.

The Corps should make All Aboard Florida start over, and come back when they can say with a reasonable level of certainty where the rail will be double-tracked, where it will be triple tracked, where the sidings will be and identify the extent to which this width “expansion” will impact the cultural, social and ecological environment.

Where I went to school 30% was a failing grade. The Corps not only shouldn’t issue a permit based on this level of design and the application should not be accepted as complete. We respectfully ask that you deny the permit until the applicant provides the details that are necessary to determine the true impacts. You are the custodians of a rare and precious resource.

Sincerely,
Katherine Kenney

From:	Charlotte Glover
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Friday, November 28, 2014 4:18:18 PM

My Name: Charlotte Glover

My Email: chachnotes@gmail.com

My Address:

1869 NW Pine Tree Way
Stuart, FL 34994

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From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Tuesday, November 25, 2014 3:59:55 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

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From:	Jona DeSimone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Monday, November 24, 2014 11:51:18 AM

My Name: Jona DeSimone

My Email: jonad1@aol.com

My Address:

128 West Riverside Dr. Jupiter, FL 33469

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Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Monday, November 24, 2014 11:49:43 AM

My Name: Jona DeSimone

My Email: jonad1@aol.com

My Address:

128 West Riverside Dr., Jupiter, FL 33469

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From:	Lori Knerick
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The environmental impacts of the All Aboard Florida project were based on plans at 30% design - please deny the permit and ask for a public hearing.
Date:	Saturday, November 29, 2014 2:11:55 PM

My Name: Lori Knerick

My Email: laknerick@yahoo.com

My Address:

3470 Kent Dr
Melbourne, Fl 32935

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Sincerely,
Lori Knerick

From:	Betty Robinson
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Monday, December 01, 2014 11:35:57 AM

My Name: Betty Robinson

My Email: bettanrob@aol.com

My Address:

2138SW Olympic Club terrace Palm City Fl 34990

DANA GOWARD'S COMMENTS ON ST. LUCIE BRIDGE TO USCG on behalf of CARE regarding Port St. Lucie Bridge Operations.
Changes in rail traffic and maritime activity since 1938 have caused the Florida East Coast Railroad bridge at Port St. Lucie over the St. Lucie River to become an unreasonable obstruction to navigation. The bridge must either be completely removed, or replaced with one that is not unreasonably obstructive. In the interim, strict, highly predictable, long term scheduling of bridge openings and closings must be instituted to mitigate obstruction of the waterway.

WATERWAY DESCRIPTION & NAVIGATION CONSIDERATIONS
The waterway connects the communities of Palm City, Port St. Lucie, parts of Stuart, and the Okeechobee Waterway to the Atlantic and the north-south portion of the intra- coastal waterway. The Okeechobee Waterway connects the east and west coasts of Florida, is maintained at a depth of 8 feet and is suitable for both commercial tug-barge and recreational traffic. The 165 mile waterway from Stuart on the east coast to Ft. Myers on the west coast saves approximately 360 miles compared to rounding the Florida peninsula. The Army Corps of Engineers reports that approximately 10,000 vessels and 26,000 tons of cargo transit the waterways' nearby St. Lucie lock each year.

The navigable waterway passes through a 50' wide opening between the protected abutments of the FEC railroad bridge. This is the narrowest point that mariners must navigate on the 154 mile Okeechobee Waterway where the canal varies from 80 to 100 feet wide (some of the locks are 50' wide, but they are not in open water, subject to cross currents and do not pose navigation safety issues).

When the bridge is closed it comes within 7' of the surface of the water, effectively closing the waterway - vessels that require less than 7' vertical clearance usually have very shallow drafts and do not need to use the channel portion of the waterway as they can safely pass under the bridges at numerous points. When the railroad bridge is open, waterway vertical clearance in the area is 65' under the adjacent Route 1 Highway Bridge, and 14' under the adjacent draw bridge on N. Dixie Highway. This drawbridge is manned by a bridge tender and will open upon demand.

Transiting through these three bridges is challenging for many vessels because of the configuration of the waterway. Vessels must pass through three narrow bridge openings, which are not perfectly aligned, within less than a quarter mile. As with any choke point between large bodies of tidal waters, currents are strong except for brief windows during slack tide. Captains of tug and barge operations report that they must time their transits carefully so as to arrive when the tide is changing and the current is at its weakest. And while smaller vessels are able to pass each other safely, transits of the quarter-mile gauntlet by vessels of any size are limit the waterway to one way traffic.

CHANGES IN RAIL TRAFFIC AND WATERWAY USE
When the rail bridge was built, circa 1938, use of the waterway was much lower and trains were very infrequent. In the last 76 years:

* The population in St. Lucie and Martin counties has grown from a few thousand to over 350,000 full time residents. The winter population in many areas increases by 20%.

* The regional economy and lifestyle has shifted from mostly agriculture (pineapple farming) to waterway-oriented residential, and water-oriented commercial.
* The Atlantic intra-coastal waterway was built and intersected with the St. Lucie River
* The Okeechobee Waterway was built connecting Ft. Myers, Palm City, Stuart, St. Lucie, the Atlantic intra-coastal waterway, and the Atlantic Ocean.
* Waterway use between the St. Lucie River west of the FEC rail bridge and points east has greatly increased. During one 53 day period almost 13,000 transits were observed. This equates to over 88,000 per year.
* The number of railroad bridge closures per day has greatly increased, and the closure time have gotten longer.

Waterway users from both sides of the bridge transit to use the waterways. Most of the marina (fifteen marinas) and dockage space in the area is west (upstream) of the bridge. These vessels, and those transiting from the Okeechobee Waterway, must pass through the FEC rail bridge to access the Atlantic Ocean and/or the Atlantic intra-coastal waterway, and contribute to the estimated 88,000 transits per year.

The Gulf Stream is often within 8 to 14 miles off the coast making offshore fishing particularly attractive. According to the FECR, the bridge closes the waterway approximately 14 times each day and the closures last approximately 20 minutes. Local residents, though, report more extended closures and indicate that closures of an hour are not uncommon when the bridge does not open in between trains. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

THE BRIDGE DOES NOT MEET THE REASONABLE NEEDS OF NAVIGATION BECAUSE:
1. It interferes with primary economic engine of the local economy and undermines the foundation upon which the local water-oriented communities were built.

Huge-water oriented communities in Stuart, Palm City, St. Lucie and the surrounding areas, marine services, marine retail, and all the supporting business and economic activity would not exist, but for the presence and usability of the waterways. The importance of this type of economic activity is essential to the entire state of Florida and is well documented. The Florida Oceans and Coastal Council reported that the states coastal counties contribute about 79 percent of the state's economic productivity. "Florida's Ocean and Coastal Economies Report, Phase II."

Dr. James Cato, an economist, Florida Oceans and Coastal Council member, and former Director, School of Natural Resources and the Environment, University of Florida has testified that "Anything affecting coastal tourism, recreation and marine transportation has a huge impact on Florida's ocean economy...These sectors of economic activity represent 88 percent of Florida's ocean economy..." "Oceans and Coast Drive Florida's Economy" Environmental News Service, 1 Oct 2008

Over 450 vessels per day transit through the bridge on peak days. These can be a varied combination of large and small recreational vessels and larger tugs with barges. This mixture increases wait times as larger vessels must pass through more slowly and do not safely allow for traffic in the opposite direction. Many vessels must loiter for some period waiting for the bridge to open, burning fuel, increasing air emissions, and wasting time. Loitering also increases the risk of vessels colliding with each other, running aground or being set upon the bridge by strong currents.

Rail bridge closures deter waterway use. While it is impossible to measure events that do not occur, it is, nevertheless, obvious that waterway use would be higher if the bridge never closed, and the surrounding community's economies would be that much stronger. 2

2. THE BRIDGE'S AGE AND CONDITION RISKS STRUCTURAL AND MECHANICAL FAILURES THAT OBSTRUCT THE WATERWAY: While information on past bridge malfunctions was not immediately available for this paper, a casual inspection of the bridge shows that it has suffered from lack of attention and maintenance. As the 76 year-old bridge structure, materials and mechanisms continue to age and degrade, mechanical and material failures are certain.

3. ALTERNATIVES TO OBSTRUCTING THE WATERWAY EXIST, ARE AVAILABLE AND FEASIBLE:
Waterway users have only one route available to them, the railroad has several. Railroad tracks farther

to the west are available, and in use, for both freight and passenger service. An elevated rail bridge is feasible. Bridges with grades of up to 4% support freight operations in other locations.

Alternatives to using a 76 year-old, poorly maintained bridge that unreasonably obstructs the waterway are more expensive for the FECR. By not using these alternatives, though, FECR is imposing much greater costs on the citizens of the surrounding area.

4. COMPETENT GOVERNMENT AGENCIES HAVE DETERMINED THAT THE BRIDGE HEIGHT DOES NOT PROVIDE FOR THE REASONABLE NEEDS OF NAVIGATION: US Coast Guard and US Department of Transportation policies specifically state preferences for fixed bridges over mobile bridges, whenever possible, as they minimize negative impacts to all transportation modes at these important intersections of systems.

When the State of Florida constructed the Route 1 bridge over the St. Lucie River and adjacent to the FEC rail bridge it made a deliberate decision that a fixed bridge at 65' over the waterway would meet the needs of both navigation and highway traffic. Highway traffic is more continuous than rail traffic, so the parallel is not exact. However, as rail traffic has increased, both in the number of trains and their length, the parallel between the two has become much closer. For example, local officials and waterway users report that the rail bridge often does not open between individual trains to allow navigation, even if it means another 20 minutes the waterway will be closed.

The FEC RR bridge is approximately 7' above the water when closed. The USCG Bridge Clearance Guide calls for bridges in this area to be 21' above the water when closed. Guidance for bascule bridges on the Okeechobee waterway between St. Lucie locks and the Atlantic inter-coastal waterway – see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "…will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges) as providing for the reasonable needs of navigation." The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman- Hobbs act and mandate its replacement.

MITIGATION PENDING REMOVAL OR REPLACEMENT OF THE BRIDGE: Until the bridge is removed or replaced, its negative impact on the waterway must be minimized. This requires that:

1. The waterway be open to navigation for at least 31 minutes each hour, 2. The length of openings allow passage of all vessels waiting
2. The amount of time for any single closure does not exceed 15 minutes as this would discourage waterway use, an
3. The times that the waterway will be open are highly predictable and easily understood.

OPENINGS: The law gives deference to waterways users because of their limited alternatives, and the multiple alternatives available to surface transportation. The waterway must be open at least 31 minutes per hour, and for at least 15 minutes per opening.

Safe vessel transits are often limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. With 88,000 transits per year and up to 450 per day, including large commercial vessels, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge. Note that it is too narrow for safe two way traffic for many vessels.

Waiting for the bridge to open degrades the boating experience significantly, and can drive potential waterway users to just stay home. As mentioned earlier, vessels loitering and trying to position themselves for when the bridge opens unnecessarily waste fuel, have increased air emissions due to the addition fuel burn and typically low engine speed, and run greater risk of collision, grounding and being set upon the bridge by strong currents.

If FECR were to seek a permit to build this bridge today, it would be denied.

Sincerely,
Betty Robinson

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Paul Ryan
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Katharine R. Patton
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Wednesday, November 19, 2014 4:15:23 PM

My Name: Katharine R. Patton

My Email: jimandkakie@aol.com

My Address:

7507 SE Jamaican CT, Hobe Sound, FL 33455

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When the rail bridge was built, circa 1938, use of the waterway was much lower and trains were very infrequent. In the last 76 years:

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The Gulf Stream is often within 8 to 14 miles off the coast making offshore fishing particularly attractive. According to the FECR, the bridge closes the waterway approximately 14 times each day and the closures last approximately 20 minutes. Local residents, though, report more extended closures and indicate that closures of an hour are not uncommon when the bridge does not open in between trains. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

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The FEC RR bridge is approximately 7' above the water when closed. The USCG Bridge Clearance Guide calls for bridges in this area to be 21' above the water when closed. Guidance for bascule bridges on the Okeechobee waterway between St. Lucie locks and the Atlantic inter-coastal waterway – see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "…will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges) as providing for the reasonable needs of navigation." The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman- Hobbs act and mandate its replacement.

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Sincerely,
Katharine R. Patton

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Paul Ryan
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Joseph LaBonte
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Tuesday, November 18, 2014 11:11:32 AM

My Name: Joseph LaBonte

My Email: csom@bellsouth.net

My Address:

1433 Cambridge Dr.
PSL FL. 34952

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Congressman Paul Ryan
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Frances vesco
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Tuesday, November 18, 2014 9:20:09 AM

My Name: Frances vesco

My Email: ralphandalice2@comcast.net

My Address:

2650 s e tropical east circle
Port at Lucie, fl 34952

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Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Paul Ryan
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Thomas Wetzl
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Monday, November 17, 2014 10:51:30 AM

My Name: Thomas Wetzl

My Email: twetzl@bellsouth.net

My Address:

4267 SE Quinton Ave
Stuart, Fl
34997

DANA GOWARD'S COMMENTS ON ST. LUCIE BRIDGE TO USCG on behalf of CARE regarding Port St. Lucie Bridge Operations.

Changes in rail traffic and maritime activity since 1938 have caused the Florida East Coast Railroad bridge at Port St. Lucie over the St. Lucie River to become an unreasonable obstruction to navigation. The bridge must either be completely removed, or replaced with one that is not unreasonably obstructive. In the interim, strict, highly predictable, long term scheduling of bridge openings and closings must be instituted to mitigate obstruction of the waterway.

WATERWAY DESCRIPTION & NAVIGATION CONSIDERATIONS

The waterway connects the communities of Palm City, Port St. Lucie, parts of Stuart, and the Okeechobee Waterway to the Atlantic and the north-south portion of the intra- coastal waterway. The Okeechobee Waterway connects the east and west coasts of Florida, is maintained at a depth of 8 feet and is suitable for both commercial tug-barge and recreational traffic. The 165 mile waterway from Stuart on the east coast to Ft. Myers on the west coast saves approximately 360 miles compared to rounding the Florida peninsula. The Army Corps of Engineers reports that approximately 10,000 vessels and 26,000 tons of cargo transit the waterways' nearby St. Lucie lock each year.

The navigable waterway passes through a 50' wide opening between the protected abutments of the FEC railroad bridge. This is the narrowest point that mariners must navigate on the 154 mile Okeechobee Waterway where the canal varies from 80 to 100 feet wide (some of the locks are 50' wide, but they are not in open water, subject to cross currents and do not pose navigation safety issues).

When the bridge is closed it comes within 7' of the surface of the water, effectively closing the waterway - vessels that require less than 7' vertical clearance usually have very shallow drafts and do not need to use the channel portion of the waterway as they can safely pass under the bridges at numerous points. When the railroad bridge is open, waterway vertical clearance in the area is 65' under the adjacent Route 1 Highway Bridge, and 14' under the adjacent draw bridge on N. Dixie Highway. This drawbridge is manned by a bridge tender and will open upon demand.

Transiting through these three bridges is challenging for many vessels because of the configuration of the waterway. Vessels must pass through three narrow bridge openings, which are not perfectly aligned, within less than a quarter mile. As with any choke point between large bodies of tidal waters, currents are strong except for brief windows during slack tide. Captains of tug and barge operations report that they must time their transits carefully so as to arrive when the tide is changing and the current is at its weakest. And while smaller vessels are able to pass each other safely, transits of the quarter-mile gauntlet by vessels of any size are limit the waterway to one way traffic.

CHANGES IN RAIL TRAFFIC AND WATERWAY USE

When the rail bridge was built, circa 1938, use of the waterway was much lower and trains were very infrequent. In the last 76 years:

* The population in St. Lucie and Martin counties has grown from a few thousand to over 350,000 full time residents. The winter population in many areas increases by 20%.
* The regional economy and lifestyle has shifted from mostly agriculture (pineapple farming) to waterway-oriented residential, and water-oriented commercial.
* The Atlantic intra-coastal waterway was built and intersected with the St. Lucie River
* The Okeechobee Waterway was built connecting Ft. Myers, Palm City, Stuart, St. Lucie, the Atlantic intra-coastal waterway, and the Atlantic Ocean.
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* The number of railroad bridge closures per day has greatly increased, and the closure time have gotten longer.

Waterway users from both sides of the bridge transit to use the waterways. Most of the marina (fifteen marinas) and dockage space in the area is west (upstream) of the bridge. These vessels, and those transiting from the Okeechobee Waterway, must pass through the FEC rail bridge to access the Atlantic Ocean and/or the Atlantic intra-coastal waterway, and contribute to the estimated 88,000 transits per year.

The Gulf Stream is often within 8 to 14 miles off the coast making offshore fishing particularly attractive. According to the FECR, the bridge closes the waterway approximately 14 times each day and the closures last approximately 20 minutes. Local residents, though, report more extended closures and indicate that closures of an hour are not uncommon when the bridge does not open in between trains. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

THE BRIDGE DOES NOT MEET THE REASONABLE NEEDS OF NAVIGATION BECAUSE:

1. It interferes with primary economic engine of the local economy and undermines the foundation upon which the local water-oriented communities were built.

Huge-water oriented communities in Stuart, Palm City, St. Lucie and the surrounding areas, marine services, marine retail, and all the supporting business and economic activity would not exist, but for the presence and usability of the waterways. The importance of this type of economic activity is essential to the entire state of Florida and is well documented. The Florida Oceans and Coastal Council reported that the states coastal counties contribute about 79 percent of the state's economic productivity. "Florida's Ocean and Coastal Economies Report, Phase II."

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2. THE BRIDGE'S AGE AND CONDITION RISKS STRUCTURAL AND MECHANICAL FAILURES THAT OBSTRUCT THE WATERWAY: While information on past bridge malfunctions was not immediately

available for this paper, a casual inspection of the bridge shows that it has suffered from lack of attention and maintenance. As the 76 year-old bridge structure, materials and mechanisms continue to age and degrade, mechanical and material failures are certain.

3. ALTERNATIVES TO OBSTRUCTING THE WATERWAY EXIST, ARE AVAILABLE AND FEASIBLE: Waterway users have only one route available to them, the railroad has several. Railroad tracks farther to the west are available, and in use, for both freight and passenger service. An elevated rail bridge is feasible. Bridges with grades of up to 4% support freight operations in other locations.

Alternatives to using a 76 year-old, poorly maintained bridge that unreasonably obstructs the waterway are more expensive for the FECR. By not using these alternatives, though, FECR is imposing much greater costs on the citizens of the surrounding area.

4. COMPETENT GOVERNMENT AGENCIES HAVE DETERMINED THAT THE BRIDGE HEIGHT DOES NOT PROVIDE FOR THE REASONABLE NEEDS OF NAVIGATION: US Coast Guard and US Department of Transportation policies specifically state preferences for fixed bridges over mobile bridges, whenever possible, as they minimize negative impacts to all transportation modes at these important intersections of systems.

When the State of Florida constructed the Route 1 bridge over the St. Lucie River and adjacent to the FEC rail bridge it made a deliberate decision that a fixed bridge at 65' over the waterway would meet the needs of both navigation and highway traffic. Highway traffic is more continuous than rail traffic, so the parallel is not exact. However, as rail traffic has increased, both in the number of trains and their length, the parallel between the two has become much closer. For example, local officials and waterway users report that the rail bridge often does not open between individual trains to allow navigation, even if it means another 20 minutes the waterway will be closed.

The FEC RR bridge is approximately 7' above the water when closed. The USCG Bridge Clearance Guide calls for bridges in this area to be 21' above the water when closed. Guidance for bascule bridges on the Okeechobee waterway between St. Lucie locks and the Atlantic inter-coastal waterway – see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "…will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges) as providing for the reasonable needs of navigation." The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman- Hobbs act and mandate its replacement.

MITIGATION PENDING REMOVAL OR REPLACEMENT OF THE BRIDGE: Until the bridge is removed or replaced, its negative impact on the waterway must be minimized. This requires that:

1. The waterway be open to navigation for at least 31 minutes each hour, 2. The length of openings allow passage of all vessels waiting
2. The amount of time for any single closure does not exceed 15 minutes as this would discourage waterway use, an
3. The times that the waterway will be open are highly predictable and easily understood.

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Safe vessel transits are often limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. With 88,000 transits per year and up to 450 per day, including large commercial vessels, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge. Note that it is too narrow for safe two way traffic for many vessels.

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To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Sunday, November 16, 2014 9:59:00 PM

My Name: Susan Borrack

My Email: pcmoldings@yahoo.com

My Address:

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Stuart, Fl 34994

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To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] The St. Lucie River Bridge Does Not Meet Reasonable Needs of Navigation or Use By All Aboard Florida
Date:	Wednesday, December 03, 2014 8:16:01 PM

My Name: Sally Kreitler

My Email: shkreitler@gmail.com

My Address:

7185 SE Golfhouse Drive
Hobe Sound, FL 33455

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3. The times that the waterway will be open are highly predictable and easily understood.

OPENINGS: The law gives deference to waterways users because of their limited alternatives, and the multiple alternatives available to surface transportation. The waterway must be open at least 31 minutes per hour, and for at least 15 minutes per opening.

Safe vessel transits are often limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. With 88,000 transits per year and up to 450 per day, including large commercial vessels, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge. Note that it is too narrow for safe two way traffic for many vessels.

Waiting for the bridge to open degrades the boating experience significantly, and can drive potential waterway users to just stay home. As mentioned earlier, vessels loitering and trying to position themselves for when the bridge opens unnecessarily waste fuel, have increased air emissions due to the addition fuel burn and typically low engine speed, and run greater risk of collision, grounding and being set upon the bridge by strong currents.

If FECR were to seek a permit to build this bridge today, it would be denied.

Sincerely,

Sally Kreitler

Recipients
Designated Comments Email as Provided In EIS Draft
Governor Rick Scott
Senator Marco Rubio
Senator Bill Nelson
Ananth Prasad Florida Department of Transportation
Congressman Paul Ryan
Andrew Philips - US Army
David Keys
Evelyn Smart - Coast Guard

From:	Amanda Durham
To:	Phillips, Andrew W SAJ
Cc:	aaf_comments@vhb.com
Subject:	[EXTERNAL] USACOA Public Notice
Date:	Friday, November 07, 2014 4:13:02 PM
Attachments:	US Army Corps Eng ltr 11-7-14 (2).pdf US Army Corps Eng ltr 11-7-14.pdf ec007 AAF DEIS Review.pdf

---

Attached please find: Letter from Steven H. Gray, Esquire re: USACOA Public Notice with enclosure.

Thank you,

Amanda

Amanda Durham

Paralegal to Steven H. Gray, Esquire

E-mail: ADurham@gahlaw.com <mailto:ADurham@gahlaw.com>

Gray, Ackerman & Haines, P.A.

125 NE First Avenue, Suite 1

Ocala, Florida 34470-6675

Web: www.gahlaw.com <http://www.gahlaw.com/>

This message and any attachments are intended for the use of the addressee and may contain information that is privileged and confidential.

If the reader of the message is not intended or an authorized representative of the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited.

If you have received this communication in error, please notify us immediately by replying to this e-mail messiage or by telephone at 352-732-8121 and delete the message and any attachments from your system.

Thank you.

From:	Gerry Knam
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] We don"t want All Aboard!!!!!!!!!!!!!!
Date:	Thursday, October 30, 2014 12:12:29 AM

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts.

The DEIS has serious flaws, major deficiencies.

Martin County and the Treasure Coast and More Residents are virtually unanimous in their Opposition to All Aboard.

All Aboard has serious negative impacts to -

* our safety - the speed and frequency of trains creates serious issues for emergency services, evacuation, blocked crossings / dangerous traffic light issues, crossings of young & senior citizens
* our economy -- tourism and older downtowns are highly impacted, SMALL Businesses disproportionately impacted
* our older neighborhoods - many are cut by RR tracks with double tracking & speeds negatively impacting
    * consider the blocked crossings of downtown Stuart when the RR bridge breaks down
* our traffic - traffic snarls, traffic signals problematic
* water navigation - OLD RR bridge NOT to be replaced, RR water crossing NOT to be double-tracked -- so long delays, evacuation issues during such as hurricanes, effectively eliminates Gulf to Intracoastal/Ocean
* environmental justice - All Aboard disproportionately impacts the safety of low income and minority populations -- where
* our taxes - costs of roads/traffic signals, lower property values
* our air quality - cars idling waiting for 32 high speed + 20 freight
* our water quality - boats idling waiting for RR bridge openings, collisions
* our property values - affect our taxes
* our wildlife - adding a 2nd set of RR tracks, 32 high speeds trips on multiple-tracked create frequency and speed problems for wildlife.

Ms Gerry Knam

7547 SE Bay Cedar Cir

Hobe Sound, FL

We don't want All Aboard!!!!!!!!!!!!!!

From:	chris woods
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Thursday, November 27, 2014 7:11:43 AM

My Name: chris woods

My Email: cwoodscorp@yahoo.com

My Address:

1405 ne meyers ter jensen beach fl 34957

Please don't issue a permit for wetland destruction without giving the public the opportunity to understand the potential short-term and long-term impacts of the project with a public hearing.

To quote Greg Braun, noted marine and wetland ecologist:

"It has taken me a while to catch on to the value of wetlands. Yes, I will admit that, for many years, I looked at them as wastelands - swamps, bogs, bug-infested places where my feet get wet and that I'd avoid whenever I could.

But as time has passed, and I've begun to learn about wildlife habitat, fisheries, groundwater percolation, evapotranspiration, the hydrologic cycle and the surficial aquifer, I'm now an advocate for wetlands. I like to watch the herons, egrets and even pre-historic looking wood storks as they forage in shallow wetlands. I've learned that wetlands are the natural resource equivalent of our kidneys, soaking up stormwater runoff during the rainy season, up-taking the nutrients through plant photosynthesis and filtering pollutants as our underground water table is re-charged.

I'm concerned, now that I'm aware that the All Aboard Florida project is requesting approval from the Corps to destroy over 160 acres of wetlands. I've tried to sift through the 1000+ pages of the Draft Environmental Impact Statement to learn more about where the wetlands are that would be impacted, to get an understanding of their relative value, how the avoidance, minimization and mitigation procedures have been followed, and to understand if buying mitigation credits will adequately offset the loss of existing wet lands. Unfortunately, I'm still unclear on a number of detailed issues, including whether or not double-tracking, side lanes and triple-tracking will occur in wetlands that I value."

We respectfully ask that the Corps of Engineers hold a series of public hearings at locations along the rail route. You hold the future of these precious, limited wetlands in your hands. Please give interested members of the public the opportunity to focus on the watersheds that will be impacted and get a better understanding of the extent to which destroying wetlands will adversely affect bird foraging habitat, fish populations and the Indian River Lagoon.

Sincerely,
chris woods

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To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Thursday, November 27, 2014 7:10:29 AM

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Sincerely,
chris woods

From:	Sandra Haas
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Tuesday, November 25, 2014 3:58:52 PM

My Name: Sandra Haas

My Email: shaas314@cfl.rr.com

My Address:

279 Narvaez Drive, Titusville Fl 32780

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Sincerely,
Sandra Haas

From:	Jona DeSimone
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Monday, November 24, 2014 11:49:26 AM

My Name: Jona DeSimone

My Email: jonad1@aol.com

My Address:

128 West Riverside Dr., Jupiter, FL 33469

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Sincerely,
Jona DeSimone

From:	zolline holcomb
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Sunday, November 23, 2014 11:22:16 AM

My Name: zolline holcomb

My Email: zoeholcomb@aol.com

My Address:

119 Balsa Road
Fort Pierce, Florida
34946

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Sincerely,
zolline holcomb

From:	Susan mercier
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Sunday, November 23, 2014 9:32:13 AM

My Name: Susan mercier

My Email: mercierrealtor@yahoo.com

My Address:

1449 Monroe
Hollywood fl

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Sincerely,
Susan mercier

From:	Irena Mliczek
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Sunday, November 23, 2014 8:53:12 AM

My Name: Irena Mliczek

My Email: teddyIrena@gmail.com

My Address:

1536 barber at sebastian fl 32958

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Sincerely,
Irena Mliczek

From:	Marie McAndrews
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of LIMITED precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Monday, December 01, 2014 11:54:42 AM

My Name: Marie McAndrews

My Email: mmcand8@gmail.com

My Address:

623 Wood Road
Seffner, FL 33584

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Sincerely,
Marie McAndrews

From:	Elaine Matts
To:	Phillips, Andrew W SAJ
Subject:	[EXTERNAL] You hold the future of precious wetlands in your hands - please hold a public hearing regarding All Aboard Florida"s permit
Date:	Saturday, November 22, 2014 8:23:53 PM

My Name: Elaine Matts

My Email: elainemattsrealty@comcast.net

My Address:

1753 SW Thornberry Circle
Palm City, FL 34990

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Sincerely,
Elaine Matts

From:	Hughes, Eric H SAJ
To:	Phillips, Andrew W SAJ
Cc:	Sadowski, Irene SAJ; Tori Foster (victoria_foster@fws.gov); Pace Wilber (pace.wilber@noaa.gov); Jay Herrington (jay_herrington@fws.gov); (Brandon.howard@noaa.gov)
Subject:	EPA comment ltr - All Aboard FL, SAJ-2012-01564
Date:	Monday, December 08, 2014 1:13:12 PM
Attachments:	AllAboardFLcmtltr.pdf

Andy:

Attached is EPA's comment letter to your office on the above referenced proposed rapid rail project connecting Orlando to Miami.

Eric H
EPA - Jacksonville, FL

From:	Hughes, Eric H SAJ
To:	Phillips, Andrew W SAJ; Sadowski, Irene SAJ
Cc:	Able.Tony@epamail.epa.gov
Subject:	FW: All Aboard FL DEIS Comment letter from EPA
Date:	Wednesday, December 03, 2014 3:45:16 PM
Attachments:	FRA.AAF.DEIS.12.3.14.pdf

Irene/Andy:

FYI the attachment. Following up on my 11/6/14 phone conversation with Irene, this is EPA Region 4's NEPA comment letter to the Federal Railroad Administration (FRA) on the All Aboard Florida proposed Orlando to WPB rapid rail project. The letter does include technical comments pertaining to water resources/wetlands issues.

EPA will be following up with an additional 404 comment letter to your office in the near future, addressing alternative alignment and wetlands mitigation issues, and requesting future additional coordination with your office on these matters.

Thank you.

Eric H
EPA - Jax, FL

-----Original Message-----
From: Militscher, Chris [mailto:Militscher.Chris@epa.gov]
Sent: Wednesday, December 03, 2014 2:40 PM
To: Buskey, Traci P.; Hughes, Eric H SAJ; Sanchez, Madolyn
Subject: [EXTERNAL] AAF DEIS Comment letter

Please see attached signed letter. Thanks for your assistance.

Traci: Working on 309 Form and will finish it tomorrow and send it to you for HQ submittal. Thanks

From:	Greco, Thomas LTC ARMY @ SAJ
To:	Phillips, Andrew W SAJ
Subject:	FW: All Aboard Florida - PN (UNCLASSIFIED)
Date:	Thursday, October 16, 2014 8:52:59 AM
Attachments:	20141007-SAJ-2012-01564-Various-1106-AWP-PN.pdf

Andrew,
I received the message directly below from Kate who spoke/exchanged e-mails with you yesterday. But please take a look at her last question about a tour. How should I respond to her--my opinion is "no," a tour will not help any more than a well-written comment letter. However, I don't want to provide an answer that may somehow undermine the nepa process especially if other commenting organizations have had an opportunity to give us a tour (which I doubt.)

Thanks,

Thomas M. Greco
Lieutenant Colonel, U.S. Army
Deputy District Commander, South Florida
Jacksonville District
U.S. Army Corps of Engineers
South Florida Restoration Office
Office: 561-472-8891
Cell: 904-322-0129
Fax: 561-683-2418

-----Original Message-----
From: Kate Parmelee [mailto:kparmele@martin.fl.us]
Sent: Wednesday, October 15, 2014 10:25 PM
To: Greco, Thomas LTC ARMY @ SAJ
Subject: [EXTERNAL] FW: All Aboard Florida - PN (UNCLASSIFIED)

Dear Col. Greco:

Thanks so much for your call back today, sorry I missed you. I was able to reach Andrew Phillips who is working on the DEIS for the Corps. I understand from him and the attached notice that we can also submit comments to the Corps as agency comments are prepared for the DEIS. We will likely be submitting comments. Do you have any other recommendations as to how best to explain/share the county's concerns with the project? Would a tour/meeting be helpful?

Thanks as always for your help,
Kate

-----Original Message-----
From: Phillips, Andrew W SAJ [mailto:Andrew.W.Phillips@usace.army.mil]
Sent: Wednesday, October 15, 2014 3:58 PM
To: Kate Parmelee
Subject: All Aboard Florida - PN (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Kate,

Thank you for speaking with me today regarding the All Aboard Florida DEIS. I have attached the PN which explains our responsibilities. I have tried to contact Mr. Dragon with the USCG and he is out until Monday. Please allow me a week or so to coordinate with Mr. Dragon and provide a follow up with you.

Respectfully,

AWP

Andrew Phillips
Project Manager

USACE
400 High Point Drive, Suite 600
Cocoa, Florida 32926

321-504-3771 ex 14
321-504-3803 fax

Please assist us in better serving you! Please complete the customer survey by clicking on the following link:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

Classification: UNCLASSIFIED
Caveats: NONE

Â Â

"The comments and opinions expressed herein are those of the author of this message and may not reflect the policies of the Martin County Board of County Commissioners. Under Florida Law, email addresses are public records. If you do not want your email address released in response to a public records request do not send electronic mail to this entity. Instead, contact this office by phone or in writing."

Click here to subscribe to Martin County's e-Newsletter

From:	SUNWRENT@aol.com
To:	Phillips, Andrew W SAJ; john_wrublik@fws.gov
Subject:	Re: [EXTERNAL] AAF EIS Comment (UNCLASSIFIED)
Date:	Thursday, November 06, 2014 12:12:44 PM

Thank you for the information. It is somewhat disturbing that whoever conducted the Scrub-Jay surveys arbitrarilly decided they only cross the tracks in response to a "caller." They need to sit and observe them for lengthy period of times and at different times of the year and they will learn they cross the tracks at many other times, for food, etc., not just when someone plays a tape.
Also, at the North Sebastian Conservation, in July 2014 a new family moved into an area south of where Scrub Jays were spotted in the survey (they moved there after the survey was conducted). I observed them on many occasions picking acorns in the oaks right along the tracks. And additional families that they did not observe in their survey will go along the tracks during acorn-collecting season in September. It is disconcerting that they will not be able to collect these acorns when trains are going by on a regular basis, plus the risk of being killed is great.
Once again, thanks for getting this information to me so quickly.
Jane Schnee

In a message dated 11/6/2014 09:25:09 Eastern Standard Time, Andrew.W.Phillips@usace.army.mil writes:

> Classification: UNCLASSIFIED
> Caveats: NONE
>
> Ms. Schnee,
>
> Thank you for speaking with me last night and providing this important information. As discussed I am providing you with additional information related to your requests. Many of the documents you have requested are too large to forward so I am directing you to the AAF EIS website. The Rare Species Surveys and ESA consultation documents are available for download. Additionally I am providing you a link to our Source Book which contains the Manatee Key, Manatee Construction Conditions, Eastern Indigo Snake Protection Measures, Smalltooth Sawfish and Swimming Sea Turtle Conditions, etc.
>
> It is important to note that the Rare Species Surveys, which have been provided to the USFWS, included scrub jay surveys in locations where the railroad tracks are adjacent to the North Sebastian Conservation Area and many other areas we discussed last night.
>
> The USFWS is reviewing the information and is developing a response to the U.S. Army Corps of Engineers request for consultation.
>
> Thank you for providing detailed comments and feel free to contact me if you have any additional questions.
>
> AAF EIS can be found: http://www.fra.dot.gov/Page/P0672
>
> USACE Source Book: http://www.saj.usace.army.mil/Missions/Regulatory/SourceBook.aspx
>
> Respectfully,
>
> AWP
>
> Andrew Phillips
> Project Manager
>
> USACE

400 High Point Drive, Suite 600
Cocoa, Florida 32926

321-504-3771 ex 14
321-504-3803 fax

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-----Original Message-----
From: SUNWRENT@aol.com [mailto:SUNWRENT@aol.com]
Sent: Wednesday, November 05, 2014 8:51 PM
To: AAF_comments@vhb.com; Phillips, Andrew W SAJ
Cc: john_wrublek@fws.gov; charles_kelso@fws.gov; elizabeth_landrum@fws.gov; brian_powell@fws.gov; bpowell@ircgov.com
Subject: [EXTERNAL] AAF EIS Comment

A serious oversight in the All Aboard Florida Environmental Impact Study is the dramatic impact the construction of an additional track and the huge increase in number of trains will have on the North Sebastian Conservation Area in Indian River County. This conservation area directly abuts the railroad track for approximately one (1) mile in Indian River County.

The North Sebastian Conservation Area was specifically set up for habitat for Florida Scrub-Jays, Gopher Tortoises and the protection of the endangered scrub habitat. Also there are various wetlands there (some of the wetlands are very close to the railroad track and many species visit it including Wood Storks, Roseate Spoonbills, Great Blue Herons, Green Herons, Egrets, etc., etc.).

The population of Scrub-Jays in the North Sebastian Conservation area increased by 55% from July 31, 2013 to July 31, 2014, far above the State average, making it extremely important.

I have been monitoring Florida Scrub-Jays in Indian River County for 5-1/2 years and am very familiar with their presence and behavior. The Scrub-Jays at North Sebastian Conservation Area regularly cross the railroad tracks to gather food from vacant lots and grassy areas (particularly during nesting season to gather worms and insects in the grassy areas needed to feed their babies). And they actually forage right along the tracks. I have pictures documenting this behavior if you need it for your records. This will obviously result in increased fatalities of Scrub-Jays with increased numbers of high-speed trains. Also, many other birds and animals, including Gopher Tortoises, cross the tracks going to and from this Conservation Area which will result in more deaths.

Additionally, I have observed, during acorn-gathering season that the Scrub-Jays collect acorns right along the railroad track. When a train horn sounds they get scared and fly away. With many trains going by the Scrub-Jays will be losing a large portion of their essential food -- acorns from Scrub-Oaks.

In addition to the North Sebastian Conservation Area, Scrub-Jays are known to live right along the railroad tracks on private properties in Micco, FL (Brevard County). Valkaria also has scrub habitat right along the railroad tracks. It's also possible the Scrub-Jays that live on the Vero Beach Airport property adjacent to the railroad tracks will be affected.

So, it is totally incorrect in the Environmental Impact Statement and the Army Corps of Engineers permit application that Scrub-Jays will not be affected on the North-South route. There will be a dramatic effect on them, and we just cannot allow a conservation area that has been very successful in increasing numbers of Scrub-Jays to have increased kill by trains, interrupted nesting due to construction of new tracks and high-speed trains, and a good portion of the Scrub-Jays food source

unavailable to them.

Sincerely,

Jane Schnee
1022 Foster Rd. - Apt. A
Sebastian, FL 32958
(772)589-3201

Classification: UNCLASSIFIED
Caveats: NONE

From: Palmer, John C SAJ
To: Phillips, Andrew W SAJ
Subject: RE: SAJ-2012-1564(SP-AWP) AAF (UNCLASSIFIED)
Date: Monday, October 27, 2014 1:51:00 PM

Classification: UNCLASSIFIED
Caveats: NONE

Do you want the PN re-posted or the prior posting updated. I can do either.
JCP

John Palmer, Project Manager
U.S. Army Corps of Engineers
400 High Point Drive, Suite 600
Cocoa, FL 32926
321-504-3771 extension 10
321-504-3803 (fax)
john.palmer@usace.army.mil

" We must develop and maintain the capacity to forgive. He who is devoid of the power to forgive is devoid of the power to love. There is some good in the worst of us and some evil in the best of us. When we discover this, we are less prone to hate our enemies. "
Martin Luther King, Jr.

"I know, to banish anger altogether from one's breast is a difficult task. It cannot be achieved through pure personal effort. It can be done only by God's grace."
Mohandas Gandhi

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-----Original Message-----
From: Phillips, Andrew W SAJ
Sent: Monday, October 27, 2014 1:19 PM
To: Palmer, John C SAJ
Cc: Sadowski, Irene SAJ
Subject: SAJ-2012-1564(SP-AWP) AAF (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

John,

Please update to PN comment period due date to December 3, 2014 for SAJ-2012-01564.

Andrew Phillips
Project Manager

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Classification: UNCLASSIFIED
Caveats: NONE

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Caveats: NONE