

Appendix 1.1-A2

2013 FONSI, All Aboard Florida Passenger Rail Project – West Palm Beach to Miami, Florida

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR THE ALL ABOARD FLORIDA PASSENGER RAIL PROJECT

WEST PALM BEACH TO MIAMI, FLORIDA

JANUARY 2013

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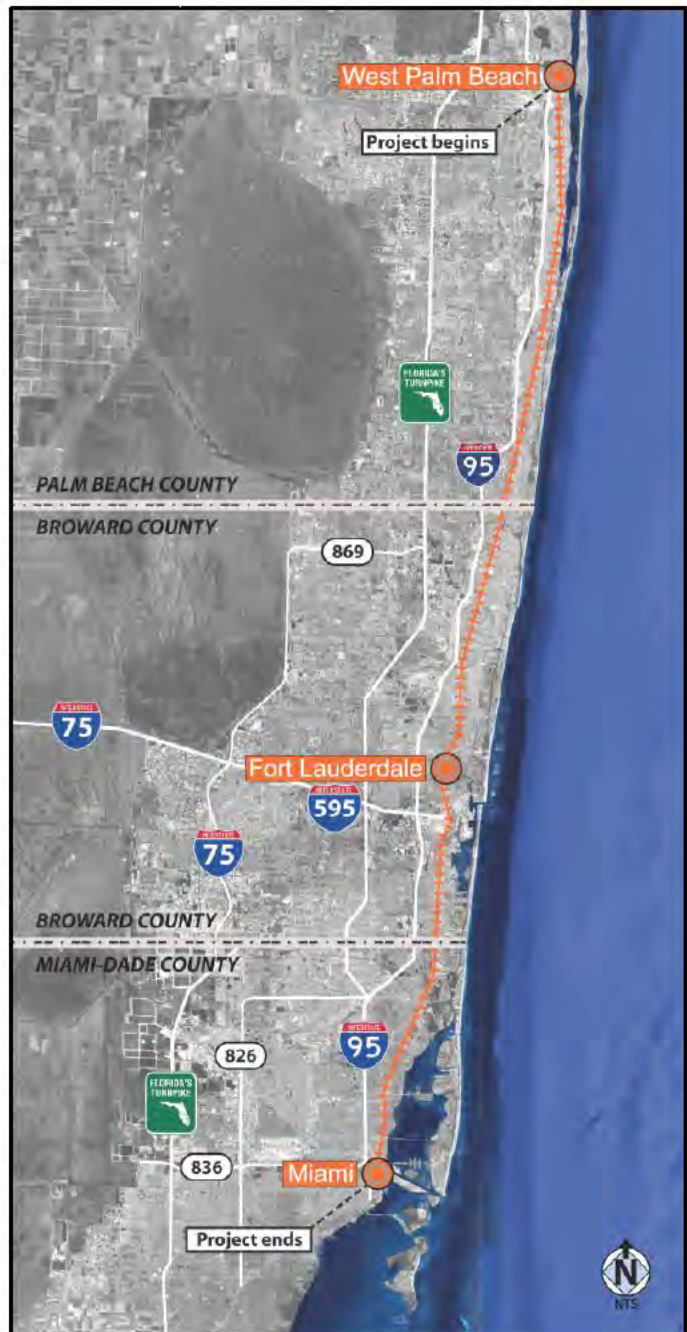
1.0 Introduction

All Aboard Florida – Stations LLC and All Aboard Florida – Operations LLC (AAF) propose passenger rail service and rail improvements within 66 miles of the privately owned, operated, and maintained Florida East Coast corridor (FEC corridor). These improvements would return the FEC corridor to its historic dual-track system, providing fast, dependable and efficient passenger rail service between West Palm Beach and Miami.

AAF is a subsidiary of Florida East Coast Industries, Inc. (FECI), which is a full service commercial real estate and infrastructure company based in Coral Gables, Florida. The FECI structure operates through independent business divisions including: AAF, as a passenger rail enterprise; Flagler, as a full service real estate company; South Florida Logistics Services, as a logistics company; and Parallel Infrastructure LLC as a right-of-way management and development company. The independent business divisions are referenced in this document as FECI affiliates, but are separate and not inclusive of AAF.

AAF operates as an independent subsidiary of FECI and is comprised of All Aboard Florida - Operations LLC (AAF-O) and All Aboard Florida - Stations LLC (AAF-S). AAF-O will manage the development and operation of the system for the Project, including the track, platforms and other infrastructure. AAF-S will manage the surrounding development and operation of the stations for the Project. AAF-O shall be the owner of the railroad infrastructure installed for the operation of the service, and AAF-S shall be the owner of the fee simple and/or leasehold interests of the station property in West Palm Beach, Fort Lauderdale and Miami.

Florida East Coast Railway LLC (FECR), an affiliate of FECI, owns the right-of-way and existing railroad infrastructure within the corridor between Miami, West Palm Beach and Jacksonville, over which FECR



operates a freight rail service. Certain FECL affiliates own rights to develop and operate services within that corridor. For example, AAF-O has an easement granted by FECR whereby AAF-O may develop and operate the proposed passenger service within the FEC corridor between West Palm Beach and Miami. AAF-O will operate the proposed passenger rail service in coordination with FECR's continued freight service within the corridor.

AAF prepared an Environmental Assessment and Section 4(f) Statement (EA) for the proposed All Aboard Florida Passenger Rail Project from West Palm Beach to Miami, Florida (Project). The Project area analyzed includes the FEC corridor between West Palm Beach and Miami, and adjacent areas within which the system, stations, and vehicle maintenance facility (VMF) have been proposed (Project Area). The EA addresses the potential effects of the proposed action to the environment within the Project area.

The EA was reviewed, revised, and approved by FRA for public circulation and comment from October 31, 2012 through December 3, 2012. FRA is making this Finding of No Significant Impact (FONSI) based on the information in the EA and considering public comments. The EA and FONSI have been prepared pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 et seq. (NEPA); Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303(c)); and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999).

FRA cooperated with AAF to develop the EA for the Project in connection with a potential future AAF filing with the FRA of an application for financial assistance through the FRA's Railroad Rehabilitation and Improvement Financing (RRIF) Program. FRA's regulations on the conduct of environmental reviews in support of RRIF applications are found at 49 C.F.R. §260.35 and these are the foundation of FRA's participation in this environmental review process. The conduct of an environmental review under NEPA is triggered by the presence of a major federal action with the potential for significant impacts on the human or natural environment. FRA's review and decision on a potential RRIF application is the FRA's potential federal connection to the Project. FRA is not aware of any other potential major federal action within the FRA's jurisdiction for the Project.

AAF has not as of this date submitted a RRIF application to the FRA and so no formal FRA action is pending at this time. AAF has requested and FRA has agreed to issue this FONSI completing this stage of the NEPA review process in advance of the receipt of an application, because the environmental review is complete and the EA adequately addresses and presents the environmental consequences of the proposed Project.

The public record, including AAF filings before the Surface Transportation Board (STB), indicates that AAF has an interest in pursuing the development of passenger rail operations in a larger corridor from Miami to Orlando (see STB Docket Number FD_35680). FRA participated in the evaluation of the environmental impacts of the Project between Miami and West Palm Beach on the basis of a request from AAF that focused solely on the development of this portion of the corridor as an initial step. FRA has no role in the development of passenger rail service on the FEC corridor outside of the RRIF program and no role in deciding on the appropriate scope of the project that AAF might wish to pursue. A private sector concern can limit its interest to an initial segment of a potentially larger corridor so long as the

initial proposal involves logical termini and has independent utility. FRA has concluded that the proposed Project has logical termini and independent utility. Of course, neither the EA nor this FONSI address in any way the environmental impacts associated with development of passenger rail in the larger corridor between Miami and Orlando or how those impacts might appropriately be identified and evaluated should a federal approval or funding role through the FRA be identified in the future. AAF will be required to meet all the appropriate environmental review requirements for the larger corridor as a whole and FRA will take appropriate action to comply with NEPA.

2.0 Purpose and Need

The purpose of the Project is to provide intercity passenger rail service that addresses South Florida's current and future needs to enhance the transportation system by providing a transportation alternative for Floridians and tourists, supporting economic development, creating jobs, and improving air quality.

- There is a need to enhance public safety and reduce highway congestion by developing additional transportation alternatives for the region. In June 2010, Florida Department of Transportation (FDOT) prepared the I-95 Transportation Alternatives Study, in consultation with the Department of Law Enforcement, the Department of Environmental Protection, the Division of Emergency Management, the Office of Tourism, Trade and Economic Development, and affected metropolitan planning organizations (MPOs) and regional planning councils located along the corridor.¹ The study, which provides an assessment of concerns and proposed solutions related to I-95, found that "I-95 is overwhelmed with traffic demand"² and that "[t]ravel within specific urban areas along the I-95 corridor is highly congested in peak travel periods due to single driver automobile use."³ This study concluded that "[p]assenger rail service represents a mobility option to serve Florida's East Coast along the I-95 corridor," with multiple benefits including the reduction of "fossil fuel use and greenhouse gases (GHGs); job creation and economic development around station locations; and, better connectivity between northern and southern sections of Florida."⁴ Further, the study determined that a need exists for improvements to the existing transportation system, stating that:

"The transportation analysis illustrates the need for alternative transportation options be available by the 2035 planning horizon to accommodate the growing demand. I-95, even at build-out, will not be operating at acceptable levels and travel demand model results imply parallel facilities may be facing a similar outlook. Alternative transportation

¹ For the complete report, see <http://www.dot.state.fl.us/planning/systems/sm/corridor/corridor%20study/I-95%20Transportation%20Alternatives%20Final%20Report.pdf>.

² *Id.*, at 3.

³ *Id.*, at 22.

⁴ *Id.*, at 22

routes and modal choices must become readily available to ensure safe and efficient movement of passenger and freight travel.”⁵

Significant roadway expansion along the Interstate 95 (I-95) corridor is unlikely due to the potential for a large number of displacements and other substantial environmental impacts. As such, there is a need to consider alternate transportation modes that expand overall regional capacity. The proposed Project will provide an additional transportation alternative that addresses highway congestion and current and future travel demand between major South Florida cities, thereby reducing highway maintenance costs and accident rates.

- There is a need for connectivity between the historic downtowns of West Palm Beach, Fort Lauderdale, and Miami that will support additional real estate development in downtown areas. While mass transit is being enhanced within each of the three cities, there is no limited stop alternative transportation that can compete with auto travel between the downtown areas of West Palm Beach, Fort Lauderdale, and Miami. The City of West Palm Beach has plans to both improve mass transit in the city and to create a connection between Clematis Street (downtown’s main street) and the shopping and entertainment venue known as CityPlace. The objectives of the City of Fort Lauderdale and Broward County likewise include an innovative transit system at their core as a means of creating sustainable development and more livable communities. In addition, Miami’s Downtown Development Authority completed the 2025 Downtown Miami Master Plan in October of 2009 (Master Plan). The Master Plan is organized by five overarching goals, which includes Goal 5, “Promote Transit and Regional Connectivity,” that states:

“Uncomplicated and non-problematic access to Downtown Miami is critical to its economic and social strength. Access strategies should focus on the continuing development of multiple and intermodal transportation options that ease the ability to get to and from downtown, as well as the ability to move quickly and easily throughout the downtown.”

The proposed service can be enhanced with stations located on downtown sites adjacent to the FEC corridor in West Palm, Fort Lauderdale, and Miami. Complementary to the service, connectivity between the cities can be enhanced and development can be fostered in the urban cores to serve the growing public interest in pursuing rail options to meet regional mobility needs, all without disturbing environmentally sensitive areas of South Florida.

- There is a need to support economic development and create jobs. The Comprehensive Plan of the City of West Palm Beach establishes the Downtown Master Plan (DMP) for the City, which includes guidance for uses for the properties within the City’s downtown areas.⁶ Specifically, Policy 1.1.1.H of the DMP provides that the Quadrille Business District (QBD) includes “greatest

⁵ *Id.*, at 6.

⁶ For complete plan, see http://wpb.org/plan/pdf/PBCaseNo1580_CCP.pdf.

potential density of development and tallest building heights in the Downtown,” and states that the intent of the DMP is “to create an activity center that connects the retail areas at CityPlace and Clematis Street retail corridor.”⁷

The unemployment rates in Florida have historically exceeded the national average. The Florida Department of Economic Opportunity published the seasonally adjusted unemployment rate was 8.1 percent in November 2012.⁸ The U.S. unemployment rate was 7.7 percent the same month.⁹ The development of this Project is expected to create more than 1,200 direct, non-recurring construction jobs and hundreds of direct permanent jobs from rail operations and other indirect jobs, all while spurring economic development by creating new transit oriented community development opportunities along the corridor.

The Project is expected to generate new revenue for the State and local governments by creating opportunities for increasing property values and to generate new tax revenues, including growth in real estate taxes, corporate income taxes and sales taxes, all of which may be utilized to address community-specific needs (e.g. schools, parks, public works, police and fire protection).

- There is a need to improve air quality. The Florida Department of Environmental Protection in its Air Monitoring Report of 2011 stated, “Florida is fortunate to experience good overall air quality. However, the presence of air pollutants can pose a threat to clean air. Air pollution is generated by our modern day-to-day activities like driving and using electricity. Our southern location bound by the Gulf Coast on the western shore and the Atlantic Ocean on the eastern shore means that we need to be concerned about pollutants transported in and out of Florida as well as home grown air pollutants impacting the air we breathe.”

The counties included within the Project Area have made commitments to the reduction of greenhouse gas emissions. For example, Palm Beach County on its website states that it has developed an air program “responsible for assuring good air quality for the community through many regulatory and non-regulatory programs,” noting that clean air “is a most important natural resource,” and that air pollution “is produced from many human activities, primarily from combustion of fossil fuel for transportation and power generation.”¹⁰ Broward County notes on its website that the reduction of “greenhouse gas emissions is an important component to Broward County’s overall commitment to a healthy, sustainable environment. Broward County is already committed to reducing greenhouse gas emissions from County operations to 7 percent below 1997 levels by the year 2015.”¹¹ Similarly, the Maimi-Dade

⁷ Id., at 16-6.

⁸ For the complete press release, see <http://lmsresources.labormarketinfo.com/library/press/release.pdf>.

⁹ Id., at 1.

¹⁰ For more information on Palm Beach County’s commitment to air quality, see http://www.pbchd.com/env/airqual/env_air_quality.html.

¹¹ For more information on Broward County’s Climate Change Task Force, see <http://www.broward.org/NATURALRESOURCES/CLIMATECHANGE/Pages/Mission.aspx>.

County Board of County Commissioners has recognized the importance of air quality and has made “serious commitments to prepare the County for a sustainable future,” including its agreement “to pursue the regional goal of reducing greenhouse gas emissions by 80 percent from 2008 levels by 2050.”¹²

By providing an efficient and attractive alternative to automobile travel, passenger rail travel will reduce congestion on South Florida’s highways, thereby reducing greenhouse gas (GHG) emissions in the region because the emission reductions due to the decrease in regional vehicle miles travelled (VMTs) are higher than the relatively low incremental emissions expected as a result of the restoration of passenger trains to the FEC Corridor.

3.0 Alternatives

The EA evaluated alternatives for the proposed Project under two titles including: (1) “system” alternatives for the railway corridor between stations; and (2) “station” alternatives for locating stations (and ancillary development) in West Palm Beach, Fort Lauderdale, and Miami. Alternatives were considered in light of evaluation criteria developed by AAF to identify options that satisfied the purpose and need of the Project, including the need for proximity to the FEC corridor and downtown central business districts (CBD); the compatibility of existing land use patterns in the affected areas; the feasibility of Project components; and the cost and scheduling implications of each option. For example, to operate safely and efficiently, all station alternatives would need to be situated on tangent track at sites that accommodate the development of high-level platforms at least 800 feet long and approximately 50 inches high above the top of the rail to comply with level boarding requirements of the Americans with Disabilities Act of 1990 (PL 110-325). Further, the Miami station would need to serve as a terminus where train servicing would be performed. Alternatives in Miami would, therefore, need to accommodate four platform tracks, 1,000 foot platforms, and additional service platforms.

Several alternatives were considered and dismissed from further consideration for failing to meet the Project’s purpose, need, goals, and objectives. The alternatives that were advanced for evaluation in the EA include: one alternative for study for the system, one for the Vehicle Maintenance Facility (VMF), and two potential station alternatives were identified for further evaluation in each of the proposed station locations - West Palm Beach, Fort Lauderdale, and Miami. Following analysis, AAF identified a recommended alternative for a detailed study for the system (the “*Preferred Build System Alternative*”), as well as each station location (each, the “*Preferred Build Station Alternative*”) and the VMF.

The EA presented the recommended alternative for the proposed Project, including the *Preferred Build System Alternative* and the *Preferred Build Station Alternatives* (collectively, the “*Preferred Build Project Alternative*” or “*Preferred Alternative*”). As required by the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 et seq. (NEPA), Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303(c)) and FRA’s Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), the EA also

¹² For more information on the Miami-Dade County GreenPrint: Our Design for a Sustainable Future, see <http://www.miamidade.gov/greenprint/>.

considered the “no-build” alternative that represents no change from current conditions for the system and proposed station locations beyond those that have been currently planned and funded.¹³

3.1 Alternatives Considered and Dismissed from Further Analysis

A. Eliminated System Alternatives: The following system alternatives¹⁴ were considered but eliminated as not feasible or reasonable to meet the Project’s purpose and need:

- **Full separation of freight and passenger rail on the same at-grade corridor:** This alternative, requiring the physical separation of passenger and freight rail on the same corridor, was considered and discarded as not feasible due to the extensive new track work, bridges, grade crossing widths, communication systems, and right-of-way that would be required. A completely separate system is estimated to cost approximately \$2.5 billion, exclusive of right of way costs and impacts, which makes this alternative unreasonable for AAF to pursue. The proposed shared-use contemplated within the *Preferred Build System Alternative* achieves the Project’s purpose and need at a lower cost, approximately \$350 million, and with fewer environmental consequences.
- **Grade-separated system:** This alternative was considered, but not advanced for further evaluation due to its potential for significant environmental impacts, increased costs, and delays. A fully grade-separated system would be required if the Project would include plans for train travel at speeds faster than 110 mph. The proposed Project does not require such speeds to achieve the Project’s purpose and need. Therefore, the economies of an at-grade shared-use system as contemplated with the *Preferred Build System Alternative* outweigh any benefits that might be achieved with a fully grade-separated system. A fully grade-separated system is estimated to cost more than \$4 billion. Further, the environmental impacts of a fully-elevated system would be extensive in urban centers and would require more invasive construction work than the work required for the restoration of a second track within the existing FEC corridor.

B. Eliminated Station Alternatives: The following station sites were considered, but eliminated from further study for failing to meet the Project’s purpose and need and essential criteria of proximity, compatibility, feasibility and/or connectivity:

- **West Palm Beach South Option:** Constructing an 800-foot long high-level platform close to the City’s CBD would block the intersection at Okeechobee Boulevard (a primary east-west arterial route from the regional highway network) or Hibiscus Street (a key access road for the City Place retail district). These streets were identified as major thoroughfares. The blockage of these roads could impact local circulation and access to existing properties in the area. Grade

¹³ See 40 CFR Section 1502.14(d) (requiring that any analysis of alternatives in an EA “include the alternative of No-Build.”).

¹⁴ Alignment alternatives that bypass downtown areas were also eliminated from review because such approaches would fail to meet the Project’s purpose and need, including the need for connectivity to the downtown areas of key station destinations. These alternatives would also require the acquisition of extensive new railroad right-of-way, which would make these alternatives cost-prohibitive for cons

separating these two streets would also have the potential to impact access to adjacent properties.

- Miami North At-Grade Option:** Siting an at-grade terminal station north of Fifth Street was considered to address the existing Metromover alignment. This option would require the passenger tracks to share the 100-foot wide right-of-way on the lead track to Port Miami used by the FECI affiliate, FECR, on the north side of Eighth Street while preserving the track connection to the port. Accommodating 1,000-foot long high-level platforms on tangent track within this property was deemed unreasonable because the required system and station infrastructure could not be located within the site. This option would require significant acquisition of additional land for the right-of-way and the station, which would be cost-prohibitive for this Project.
- Miami North Elevated Option.** Siting an elevated terminal station north of Fifth Street, rather than an at-grade condition, was found to be technically infeasible and unreasonable due to the significant increases in costs, delays, and risks associated with construction.

Accommodating 1,000-foot long, elevated platforms on tangent track within this property was not feasible because the necessary height could not be achieved at this location while remaining at-grade underneath the Dolphin Expressway (I-395) overpass, which extends to a six-lane causeway that connects Downtown Miami and South Beach via Biscayne Bay. The distance between I-395 and the location where the 1,000 foot-long, high-level platform would need to be located was not sufficient to accommodate the 3% incline for an elevated viaduct structure approximately 45 feet above grade. This option would, therefore, be unreasonable in that it would require an incline that would increase the costs, delays and risks of construction and operation.

- Miami Below-Grade Option.** An underground scheme was explored but dismissed primarily due to constructability and cost challenges related to the site’s high water table and buried utilities.

3.2 Alternatives Retained for Further Analysis

The *No-Build Alternative* was analyzed, along with the system alternative, six station alternatives, and an alternative retained for further consideration as the VMF in Fort Lauderdale. The following evaluation criteria were established for the analysis of each potential viable station alternatives:

<i>Criteria</i>	<i>Issues Analyzed</i>
Right-of-way acquisition	Whether any significant property acquisitions would be required for the right-of-way
Roadway blockage and/or at-grade crossing closures	Whether any street blockage or at-grade crossing closures to accommodate the system or proposed platforms would be required and, if so, whether (a) any such affected street would be a local street or a major state or federal thoroughfare, (b) the anticipated action would impact local circulation adversely, (c) alternate routes were located in close proximity to the proposed action so as to result in minimal changes to the existing traffic patterns and avoid no-

<i>Criteria</i>	<i>Issues Analyzed</i>
	outlet/dead-end conditions and (d) access to existing properties would be negatively affected by the proposed action
Vehicular traffic impact	Whether local vehicular traffic would be negatively impacted
Local government plan consistency	Whether the proposed development was consistent with local governmental plans
Local government support	Whether the proposed development was supported by local governments, including affected cities, counties and metropolitan planning organizations (MPOs)
Ecologically sensitive areas/wetlands	Whether ecologically-sensitive areas/wetlands would be impacted
Floodplains 100-yr	Whether the alternative would impact the function of the 100-year floodplain
Historic Properties	Whether the alternative was within the vicinity of historic properties and, if so, whether negative impacts were expected
Noise impacts	Whether the alternative would result in increased noise impacts
Vibration impacts	Whether the alternative would result in increased vibration impacts
Contamination	Whether the alternative would result in major soil disturbance activities resulting in negative impacts that could not be addressed through best management practices.
Impact to Environmental Justice populations	Whether the alternative would result in negative environmental justice impacts.
Parking impacts	Whether the alternative would result in negative parking impacts.
Engineering complexity	Whether the alternative would require complex design and/or construction work that would affect the feasibility of the proposal.

- A. No-Build Alternative:** The *No-Build Alternative* involves no changes to the transportation facilities within the FEC corridor beyond those that have already been planned and funded. Existing freight operations and facilities used by FECR would be maintained. Specifically, the *No-Build Alternative* would maintain FECR's operations as a freight provider within the FEC corridor assuming an annual growth in operations of approximately 5%-7% between today and 2016 due to current FECR projects at Port Miami and Port Everglades, and an organic growth of 3% per year after 2016. The *No-Build Alternative* would include future planned and funded roadway, transit, air, and other intermodal improvements within the Project Area. As such, the *No Build Alternative* is expected to result in increased traffic congestion and automobile dependence for long commutes because it does not provide an alternative mode of transportation to the use of personal vehicles, thereby further contributing to GHG emissions that would not promote improved air quality.
- B. System Alternative (*Preferred Build System Alternative*):** The system alternative analyzed includes the addition of, and improvement to, existing tracks and safety equipment on the FEC corridor. The Project would begin at FECR milepost (MP) 299.5, just north of the proposed West Palm Beach Station sites and would end at MP 365.5 at the Miami Station. The total system length is 66 miles, which includes 48 miles of existing single mainline track, and 18 miles of existing second track sidings. This alternative, identified as the *Preferred Build System Alternative*, would return the existing FEC corridor to its prior dual-track system, by constructing approximately 48 miles of new second mainline track on the FEC corridor. Additionally, this alternative includes the rehabilitation

of 8.3 miles of existing track on the FEC corridor. The double-track will allow for the development and re-introduction of passenger service between the historic downtowns of West Palm Beach, Fort Lauderdale and Miami in Southeast Florida. Track infrastructure improvements are planned to be completed within the existing right-of-way (i.e. no right-of-way acquisition is anticipated for the *Preferred Build System Alternative*). Three existing bridge structures will have an additional second mainline track added to the existing deck, but no improvements to the structure's footprint will need to be made and no work would be required directly within waterbodies and/or waterways. Seven existing bridges will remain single track and will not be expanded to accommodate two tracks under this Project.

- C. Station and VMF Alternatives:** Station alternatives are defined as those potential locations for developing stations and ancillary development needed to support the Project in West Palm Beach, Fort Lauderdale, and Miami. Two sites in West Palm Beach were considered: the North Option and the Central Option. Two sites were considered for Fort Lauderdale: the North Option and the South Option. In Miami, after eliminating three possible station alternatives that were not feasible, two alternatives were found to be feasible and were analyzed: the Central Option and the South Option. For the VMF, one site was considered, which is a facility is owned by FECR known as “Andrews Yard” that has adequate space to accommodate the passenger trains for maintenance. The facility has existing track connections to the mainline, and parking and utilities to support maintenance facility operations. Further, given FECR's plans to shift its intermodal operations from this site to a new location being constructed at Port Everglades, the facility will be available for maintenance of passenger trains. No other locations exist that provide these economic, ownership, operational and availability advantages. Therefore, the analyzed site was identified as the only reasonable alternative for locating the VMF that would serve the purpose and need of the Project.

1. West Palm Beach Station Alternatives

West Palm Beach North Option: The AAF station would be located in the northern portion of downtown, roughly between Third and Seventh Streets proximate to the 15th Judicial Circuit Courthouse Complex, County Courthouse, County Administration Building and City Hall on property that



would need to be acquired from private property owners. The station's 800-foot long, 35-foot wide high-level platform would be located north of Third Street. The North Option alternative requires the platform to be on a tangent track north of the existing mainline curve. No right-of-way acquisition is anticipated for the track improvements or the station constructed in this alternative. While this alternative is farthest from the CBD it is in close proximity to government buildings, which aligns with the City's desire to focus on economic development in the northern part of downtown West Palm Beach. This site would take advantage of an uninterrupted stretch of the FEC corridor without the need for at-grade crossing closures, although it would block access to NW 7th Street, which is not desirable because the City of West Palm Beach has identified NW 7th Street, a major roadway, for a circulation improvement study and the development of the station at this location would possibly preclude plans that may be developed by the City following that study.

West Palm Beach Central Option (*Preferred Build Station Alternative*): The AAF station would be located roughly between Clematis Street and Fern Street. The two-story station building would be located to the west side of the FEC corridor on private property fronting Evernia Street that is currently leased by an FECl affiliate that has the right to purchase the land. The north edge of the 35-foot wide center-island platform would commence just south of Clematis Street and end north of Fern Street. The high-level platform would physically block the intersections at Datura and Evernia Streets, thus two at-grade crossing closures would be required due to the short block grid.

This site is attractive due to its proximity to City Hall, the County Courthouse, and County Administration. It would serve as a pedestrian and activity link between the urban retail corridor of Clematis Street and the mixed use district of CityPlace and the CBD. Although it requires the closure of two at-grade crossings, this site location was identified as the *Preferred Build Station Alternative* based on the application of the evaluation criteria. This West Palm Beach Central Option satisfied all evaluation criteria, including the factors considered regarding right-of-way acquisition, crossing closures, vehicular traffic impacts, local development plan consistency, local government support, and lack of significant adverse impacts to ecologically sensitive areas, floodplains, historic properties, noise, vibration, contamination, sensitive communities and parking. The criterion regarding crossing closures was satisfied by this Central Option because the crossing closures proposed to accommodate the system or proposed platforms would be at local streets and would not impact local circulation significantly as there are alternate routes located in close proximity to the proposed closures so as to result in minimal changes to the existing traffic patterns. Further, access to existing properties would not be affected by the proposed crossing closures. In addition, this location satisfies the criterion regarding the feasibility of design in that it accommodates the center-island platform design, which is preferred for operational and safety reasons. Access to the passenger platform is possible only by grade-separated means (via escalators/elevators, stairs to and from a controlled-access, air-conditioned waiting area). Further, this design ensures that ticketed passengers are always located on the correct platform, even if scheduling changes are made to inbound or outbound trains. Electronic signage will clearly indicate the train number and its direction and destination.

2. Fort Lauderdale Station Alternatives

Fort Lauderdale North Option (*Preferred Build Station Alternative*): The station's 800-foot long, 35-foot wide platform would be located north of Broward Boulevard and south of NW Fourth Street on property owned by Broward County, with which AAF would need to reach an agreement regarding the proposed use of the land. The high-level platform would require the at-grade crossing closure at NW Second Street. The station would extend to the east side of the FEC corridor onto the existing Broward Transit Center property bounded by Broward Avenue, NW First Avenue and NW Second Street. This alternative was identified as the *Preferred Build Station Alternative* based on the application of the evaluation criteria. The Fort Lauderdale North Option satisfied all evaluation criteria, including the factors considered regarding right-of-way acquisition, crossing closures, vehicular traffic impacts, local development plan consistency, local government support, and lack of significant adverse impacts to ecologically sensitive areas, floodplains, historic properties, noise, vibration, contamination, sensitive communities and parking. The criterion regarding crossing closures was satisfied because the at-grade crossing closures proposed to accommodate the system or proposed platforms would affect local streets and would not impact local circulation significantly as there are alternate routes located in close proximity to the proposed closures so as to result in minimal changes to the existing traffic patterns. Further, this location satisfies the criterion regarding feasibility of design in that this site accommodates a center-island design for the platform, which is preferred for the reasons cited above.

Fort Lauderdale South Option: The AAF station would be located south of Broward Boulevard and north of the existing railroad bridge over the New River. The station would extend to the east side of the FEC corridor onto the privately controlled Las Olas Riverfront property that would need to be acquired from private property owners. Eminent domain issues are not anticipated. All Aboard Florida plans



to acquire property that is needed for station development. It is assumed that a mutually acceptable deal is likely to be negotiated for the acquisition of property needed for the development of the stations, including this site, should it be determined necessary. This site is in close proximity to the existing public esplanade along the river. No track work would be undertaken within 100 feet of the existing bridge and the existing at-grade pedestrian crossing across the tracks would be preserved. To tie into the existing track alignment over the river crossing, the station would employ a side platform configuration in lieu of the preferred center-island platform described for the Fort Lauderdale-North Option.¹⁵ In addition, the 800-foot long high-level platforms would result in the possible blockage and/or at-grade crossing closure of one major intersection: either Broward Boulevard or SW Second Street. Closing the at-grade crossing at Broward Boulevard would be problematic because it is a major connector to I-95 and the principle feeder to the proposed Fort Lauderdale station. Closing the at-grade crossing at SW Second Street would also be problematic because it connects the CBD east of the FEC corridor to important sites on the west of the FEC corridor, including the Downtown Ft. Lauderdale Historic District and the Broward Center for the Performing Arts.

3. Miami Station Alternatives

Miami South At-Grade Option: This station alternative is an at-grade option on property owned by an FECI affiliate. At the north end, two mainline tracks would pass at-grade under the Dolphin Expressway (I-395) overpass. Beyond the overpass, the single lead track to Port Miami would remain in service, diverging from the mainline at NW Eighth Street heading eastward into the port. The passenger track



¹⁵ See foregoing description of the benefits of the center-island platform design. By contrast, at stations with side platforms, passengers often need to transfer from a platform on one side of the tracks to a platform on the other side of the tracks if a dispatching decision is made for an un-scheduled rerouting of a train from one track to the other as it approaches a station with side platforms. This situation can result in passengers taking risks by crossing mainline tracks at unsafe locations.

arrangement would continue south and fan out to four tracks between NW Eighth and NW Fifth Streets, allowing for platforms south of NW Fifth Street.

The Miami South At-Grade Option layout provides a combination of side and center-island platforms. All four tracks would be accessed also by a low-level service platform. The 1,000-foot long platforms would be located between NW Fifth Street (which would remain open) and Third Street (where the at-grade crossing would need to be closed). This at-grade crossing closure is challenging because it would result in dead-end conditions from both directions. Further, the entire track and station platform footprint would realize its full width at the south edge of NW Fifth Street. Four tracks would cross NW Sixth and NW Fifth Streets at-grade. This 4-track-wide crossing is unfavorable because it would present greater safety risks to pedestrians and vehicles along NW Sixth and NW Fifth Streets, which are two of the more significant downtown connectors to I-95 that provide access to Port Miami and the American Airlines Arena, among other local attractions and downtown properties. This alternative would not alter the existing Overtown Metrorail Station or existing Government Center Metrorail and Metromover Stations. The existing Metromover station at NE Fifth Street would also be maintained. However, it would not be possible to locate four passenger rail tracks and platforms under the existing Metromover alignment without altering the existing pier spacing; hence, the Metromover span through the property would need to be rebuilt, adding cost and risks of delays and disruptions to Metromover service.

Miami Central Elevated Option (*Preferred Build Station Alternative*): This elevated option layout on property owned by an FECI affiliate would have the same passenger and service platform configuration as the at-grade alternative described for the South At-Grade Option, except that the station platform footprint would be accommodated entirely on an elevated viaduct structure approximately 45 feet above grade. This alternative shifts the platform closer toward the northern portion of the property. Unlike the previous alternative, the two station lead tracks would commence a maximum 3% incline onto a viaduct immediately south of the Dolphin Expressway (I-395) overpass. The existing at-grade crossings at NW Eleventh and NW Tenth Streets would be eliminated due to the climbing passenger tracks; these streets would become blocked by a retaining wall. The at-grade crossing closures at NW Eleventh and NW Tenth Streets affect local streets rather than major state or federal thoroughfares. At each such location, the availability of alternative routes in close proximity to the proposed closures will avoid no-outlet (a.k.a., dead-end) conditions. Additionally, access to existing properties will not be prevented by the proposed crossing closures. By NW Ninth Street the elevated passenger tracks approaching the station would transition from retained embankment to viaduct structure. A minimum clearance of 23'-6" above the top of the rail would be maintained as the port lead track passes under the elevated Station Lead tracks. After the two station lead tracks fan out into four tracks, the 1,000-foot long platform zone would commence just south of NW Seventh Street and end just south of NW Fourth Street. The entire track and station platform footprint would pass over NW Eighth Street, the port lead, NW Sixth Street, NW Fifth Street, and the Metromover. This alternative would not alter the major through streets of NW Eighth, NW Sixth and NW Fifth Streets, the existing Overtown Metrorail Station or existing Government Center Metrorail and Metromover Stations. The AAF station would have multiple points of

pedestrian access. The headhouse's primary entry would front NW First Avenue opposite the Federal Courthouse. Parking would be provided on site. Specifically, a three to four story building of passenger-oriented functions and retail would create a continuous street wall extending to the north, and structured parking for retail uses would be concealed behind the building, under the tracks and platforms. Mixed-use development would be situated immediately south of the station headhouse. This alternative was identified as the *Preferred Build Station Alternative* based on the application of the evaluation criteria. The Miami Central Elevated Option satisfied all evaluation criteria, including the factors considered regarding right-of-way acquisition, crossing closures, vehicular traffic impacts, local development plan consistency, local government support, and lack of significant adverse impacts to ecologically sensitive areas, floodplains, historic properties, noise, vibration, contamination, sensitive communities and parking. The criterion regarding crossing closures was satisfied because the at-grade crossing closures proposed to accommodate the system or proposed platforms would affect local streets, would not impact local circulation significantly as alternate routes are located in close proximity to the proposed crossing closures so as to result in minimal changes to the existing traffic patterns. Further, this location satisfies the criterion regarding the feasibility of design in that this site accommodates the design for the platform that is required for the Miami location.

4. Vehicle Maintenance Facility (*Preferred Build Station Alternative*):

For the reasons cited in 3.2 above, the use of the location known as the "Andrews Yard" in Fort Lauderdale was analyzed in the EA as the only feasible alternative considered for the Vehicle Maintenance Facility (VMF) for the Project. This site houses FECR's ramp terminal facility located on Andrews Avenue and features a 2010 intermodal lift-count of over 90,000 lifts. FECR also operates a drayage operation out of this facility. Existing land-use and zoning in the area is commercial/industrial in nature. Freight vehicle maintenance does not take place at this location. Historically, only intermodal operations have taken place at this location. These intermodal operations would be shifted to the FEC Intermodal Container Transfer Facility (ICTF) currently being constructed at Port Everglades and assumed as part of the *No Build Alternative*. Four AAF trainsets could, therefore, be serviced daily at this site as AAF's VMF. As such, this site was identified as the *Preferred Build Station Alternative*. Maintenance operations would occur primarily at night. Through these proposed operations, there will be three train moves added to the total train traffic in the morning, and three in the afternoon, when the trains return to the site for servicing during the night. However, these AAF train moves into and out of this *Preferred Build Station Alternative* would not disrupt or otherwise impact overall freight traffic on the line.

4.0 Reasons for Choosing the Selected Alternative

FRA has chosen the *Preferred Build Project Alternative* as the selected alternative for the Project (*Selected Alternative*) in consultation with AAF because the Preferred Build Project Alternative best meets the purpose and need of the Project, returns passenger rail service to a portion of the FEC corridor, limits impacts to areas with cultural or natural resources, reduces the need for major highway transportation improvements, reduces regional vehicular congestion, increases inter-city connectivity

and mobility, and supports the economic development goals of the cities of West Pam Beach, Fort Lauderdale and Miami. The *Selected Alternative* also has the potential to improve air quality in the region by diverting vehicles from the roads and highways in South Florida between West Palm Beach and Miami. Further, the *Selected Alternative* involves the restoration of railway infrastructure within an existing right-of-way, thus requiring minimal construction impacts compared to a “green-field” project.

5.0 Summary of Environmental Impacts

This FONSI focuses only on those resources that have a reasonable likelihood to be affected by the proposed action. The following potential impact areas are not located within the Project Area or would otherwise not be affected by the Project and, therefore, are not affected by the Selected Alternative: waterbodies, waterways, navigation, special designations, essential fish habitat, coastal zones, land use, municipal services (including sanitary sewer systems and solid waste disposal systems), energy resources, and aesthetics. Thus, these resources are not discussed in this FONSI.

A. Air Quality: Projected emission estimates of the EPA’s National Ambient Air Quality Standards (NAAQS) criteria pollutants related to the new passenger trains, freight trains, and on-road VMT reductions were developed to assess the potential impact of passenger trains emissions resulting from the *Selected Alternative* (as defined in Section 4.0 above). While the project area is in attainment for NAAQS pollutants, the analysis was completed to confirm that the Project would not cause any exceedence of the standards. Further, in accordance with FDOT’s guidelines, project-level impact analyses were performed through a carbon monoxide (CO) hotspot screening method employed at proposed station location road intersections and rail road crossings, where vehicle congestion may happen. The analyses were performed for the existing conditions (2012), the opening year (2015), and the build-out year (2035).

The analysis of the *Selected Alternative* includes those improvements to the existing FEC corridor related to the restoration of passenger service within the existing ROW and includes the addition of, and improvement to, existing tracks and safety equipment beginning at MP 299.5 and ending at MP 365.5, with a total system length of 66 miles including 49.2 miles of new track and the rehabilitation of 8.3 miles of existing track.

Based on that analysis, the *Selected Alternative* would provide a net regional air quality benefit as compared to the current conditions. Operation of the *Selected Alternative* would reduce regional criteria pollutants, mobile source air toxics (MSATs), and GHG emissions because motor vehicle emissions would decrease in the region based upon the reduction of VMTs. By 2030, the *Selected Alternative* would reduce regional VMT by 51,345,672.¹⁶

Table 3-1.1 of the EA presents the ridership and vehicle diversion, and associated reduction in VMT, expected as a result of the *Selected Alternative* for years 2018 and 2030. Further, Tables 3-1.2, 3-1.3, 3-1.4, and 3-1.5 present the estimated emissions of criteria pollutants in each of the three

¹⁶ See Table 3-1.1, Ridership and Vehicle Diversion by Station Pair. FEC, 2012.

counties affected by the *Selected Alternative* for the freight trains, passenger trains, switch locomotives, and on-road VMT reductions, respectively, Table 3-1.6 presents a summary that shows the total regional criteria pollutant emissions in the three counties and the difference between the emissions due to VMT decrease and those due to the passenger trains (e.g., the estimated VMT reduction, the effects of that VMT reduction estimated for emissions reductions and the “offset” in this emission reduction that will be caused by the passenger train emissions through operation). As shown in that table, the incremental emissions of the passenger trains in 2015 and 2030 are lower than those of the freight trains for the existing conditions in 2012, as well as the *No-Build Alternative*, and the opening year of 2015. Furthermore, that table shows that the emission reductions due to the decrease in regional VMTs are higher than the relatively low incremental increase due to the passenger trains. Therefore, the *Selected Alternative* would potentially improve the air quality in the region by diverting vehicles from the roads and highways in South Florida between West Palm Beach and Miami.

The Selected Alternative will not result in significant adverse impacts on current or future air quality standards and will not lead to the establishment of an EPA NAAQS non-attainment area.

- B. Water Quality:** Analysis of water quality includes surface waters, sole source aquifers, and well-field protection zones. The *Selected Alternative* will not increase the existing impervious surface area or alter the existing drainage system because it will utilize an existing rail corridor with track bed in place for two rail lines. Further, the *Selected Alternative* would not be expected to impact off-site drainage systems or water resources in light of the proposed use of on-site drainage improvements at all station alternatives. The *Selected Alternative* will include, at a minimum, on-site water quality treatment and best management practices as required by the South Florida Water Management District (SFWMD) (Chap. 40A though E, -4, -40,-42, and/or -44). Any temporary impacts resulting from construction of the *Selected Alternative* would cease when construction was completed and would be minimized by best management practices as required by the Florida Department of Environmental Protection (FDEP) via the National Pollutant Discharge Elimination System (NPDES) Program.¹⁷ The Project will be designed to meet these additional water quality standards in order to secure the necessary permits from SFWMD and FDEP.

The Selected Alternative will not result in significant adverse impacts to water quality. Further, any potential temporary impacts to water quality will be avoided and/or minimized through the foregoing best management practices and permitting requirements.

- C. Floodplains:** The proposed system improvements on the mainline would occur within the FEC corridor at existing flood elevations. Therefore, although this *Selected Alternative* could involve work within the horizontal limits of the 100-year floodplain in areas throughout the FEC corridor, no work would be performed below the 100-year flood elevation and, as a result, this *Selected Alternative* would not encroach upon the base floodplain and complies with Executive Order 11988. Similarly, any modifications to drainage structures included in the *Selected Alternative* would result

¹⁷ See *State of Florida Erosion & Sediment Control – Designer & Reviewer Manual, 2007.*

in an insignificant change in their capacity to carry floodwater. These changes would cause minimal increases in flood heights and flood limits. These minimal increases would not result in any significant adverse impacts or any significant change in flood risks or damage. Only the *Selected Alternative* in Fort Lauderdale is located within mapped 100-year floodplains. However, improvements at the Fort Lauderdale *Selected Alternative* will be made within the existing FEC corridor and/or on property already developed above the 100-year floodplain and any impacts to flood elevations will be addressed by applying the FDOT's drainage design standards¹⁸ and following the SFWMD procedures¹⁹ to achieve results that will not increase or significantly change the flood elevations and/or limits. If work is found to be necessary below the 100-year flood elevation, mitigation of any flood management impacts will be required and undertaken as part of the necessary Environmental Resource Permit process, resulting in no significant impact to regulated floodplains.

The Selected Alternative will not result in significant adverse impacts to 100-year floodplains. Further, any potential impacts will be avoided and/or minimized through best management practices and permitting requirements.

D. Wetlands: Based on the current National Wetlands Inventory (NWI) mapping and SFWMD Land Use mapping, there are no jurisdictional wetlands that exist within the FEC corridor. However, based on field investigations conducted on July 13, 2012, and review of aerial photography, new wetland boundaries were mapped by AAF within the FEC corridor in three locations:

- Milepost 338.5; East and west edge of right of way on the north side of South Fork Middle River
- Milepost 353.7; West edge of right of way on the north side of the Oleta River
- Milepost 354.3; East edge of right of way between NW 172nd Street and Snake Creek Canal

Each of these newly mapped wetlands within the FEC corridor individually represents less than 1/3 acre and, in the aggregate, less than 1/2 acre. These fringe mangrove wetlands are along the perimeter edge of the FEC corridor and no work is proposed in the immediate vicinity of these wetlands. Intrusion into these edge wetlands will be avoided or minimized through project design, such as using cross-sections of minimum practicable width to avoid intrusion. Furthermore, best management practices would be employed during construction to avoid temporary impacts to the wetland systems. Although not anticipated, any wetland impacts that would result from the construction of this *Selected Alternative* would be mitigated pursuant to S. 373.414 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C. §1344. Such measures may include onsite mitigation, offsite mitigation, or the purchase of mitigation credits from mitigation banks permitted under S. 373.4136 F.S. to offset any functional loss of wetlands as determined through Florida's Uniform Mitigation Assessment Method (UMAM) (Chap. 62-345 FAC). Any such applicable wetlands mitigation requirements would be coordinated during permitting. However, in

¹⁸ See *State of Florida Department of Transportation Drainage Manual, Chapters 2.2, 3.3, 4.2, and 4.4, and Appendix D.*

¹⁹ See *SFWMD Environmental Resource Permit Information Manual Volume IV.*

light of the wetland mitigation required for state and federal permit efforts, the total potential wetland impact (less than 0.5 acre) would not be significant.

The Selected Alternative will not result in significant adverse impacts to wetlands. Further, any potential impacts will be avoided and/or minimized through best management practices and mitigation requirements, if and as applicable.

E. Noise and Vibration: Noise and vibration impacts of the construction and operation of the *Selected Alternative* were analyzed pursuant to the guidelines of the Federal Transit Administration (FTA)²⁰ for train and rail facility operations, along with those of the Federal Highway Administration (FHWA) as defined for Florida application by the FDOT for traffic noise. Through that analysis, the EA establishes that the construction and operation of the *Selected Alternative* would not be expected to result in significant vibration impacts. As for noise, the EA documents that the Project would have noise impacts however AAF has committed to mitigation that would reduce both Project and existing noise levels. The potential unmitigated noise impacts would primarily be the result of the additional train horn noise as trains approach at-grade crossings. AAF has committed to instituting the use of stationary wayside horns at the grade crossings where severe, unmitigated impacts are identified. The *Selected Alternative* will dramatically reduce the potential – and existing – noise impacts on the surrounding communities. Specifically, more detail is contained in EA section 3.1.7 that describes how committed noise mitigation would serve to:

- a. Eliminate all severe impacts in Broward County and Miami-Dade County and more than 99% of all severe impacts in Palm Beach County;
- b. Eliminate at least 99% of the moderate impacts in Broward County and Miami-Dade County and more than 98% of the moderate impacts in Palm Beach County; and
- c. Improve noise conditions in the region because it would include mitigation that is not expected to be instituted with the *No Build Alternative* (such that there would be a greater noise impact to the region as a result of the *No Build Alternative*).

As such, with this mitigation, the *Selected Alternative* would create no material adverse noise impact on the surrounding communities. As for the increased noise levels that may be encountered during the construction of the *Selected Alternative*, those would be temporary, occurring only during construction periods. Further, the institution of construction noise mitigation measures described in the EA for the construction of the *Selected Alternative* would mitigate even those potential temporary noise impacts; as described in more detail in Section 3.1.7.4 of the EA, and as shown in Tables 3-1.22 and 3-1.23 of the EA.

The Selected Alternative will not result in significant adverse impacts in terms of vibration. Further, with the institution of construction noise mitigation measures and the incorporation of stationary wayside horns at the grade crossings where severe, unmitigated impacts exist, the Selected Alternative will not result in significant adverse impacts in terms of noise, and will, instead, reduce

²⁰ See *Transit Noise and Vibration Impact Assessment*, USDOT Report Number FTA-VA-90-1003-06, May 2006.

existing train-related noise in the FEC corridor. Required noise mitigation is described in the Commitments section.

- F. Ecological Systems:** Ten terrestrial communities, primarily natural, are located adjacent to the Project Area. The *Selected Alternative* would not impact terrestrial ecological systems because the proposed work would only involve the removal of open maintained areas within the existing FEC corridor or disturbed urban areas adjacent to the FEC Corridor. Furthermore, where the public lands run parallel to the FEC corridor, there is a 10-20 foot maintained dirt road buffer between the inside of the property fence and the natural area.

The Selected Alternative will not result in significant adverse impacts to ecological resources.

- G. Threatened and Endangered Species:** The *Selected Alternative* travels through a highly urbanized area within Palm Beach, Broward, and Miami-Dade Counties, and impacts are limited to the existing right-of-way. As such, minimal effects would be expected on wildlife and habitat. The Project Area has been largely developed leaving little habitat capable of supporting protected species. Specific habitat requirements for most of the identified listed species preclude their presence within the Project Area. Other species that might have historically been present within the vicinity of the Project Area are no longer present due to urban development replacing all suitable habitats. For the few protected species (primarily birds) that might occur within the Project Area, their presence is likely to be transient in nature. No designated critical habitat is located within the Project Area for the *Selected Alternative*. Based on these results, USFWS concurrence was requested in October 2012. On November 20, 2012, USFWS sent a letter to the FRA to confirm its finding that no adverse effect would result from the *Selected Alternative*. That letter is attached hereto as **Exhibit 1**. Further, the Florida Fish and Wildlife Conservation Commission sent a letter to the Florida Department of Environmental Protection on November 26, 2012 in support of the Project and to confirm its finding that no significant adverse impact would result from the *Selected Alternative*. That letter is attached hereto as **Exhibit 2**.

The Selected Alternative will not result in significant adverse impacts to threatened and endangered species.

- H. Transportation:** The EA analyzed the potential transportation impacts of the *Selected Alternative* for rail transportation networks, regional roadway transportation networks, local roadway transportation networks and parking.
- 1. Rail Transportation:** The *Selected Alternative* will be designed (physically and operationally) to have no adverse impact on the existing freight rail transportation system. The provision of a dual-track new railroad (in place of the existing mostly single track railroad) has been optimized through Berkeley Simulation Software's RTC modeling software to provide sufficient capacity for the on-time-performance of the proposed passenger rail service, as well as the existing and future freight demands. The capacity improvements, including the expanded signal infrastructure, within the *Selected Alternative* are designed to provide a high degree of reliability for the passenger service and have the benefit of keeping the freight service operating on-time,

taking projected freight growth into consideration. Further, one new dispatch district is planned between Miami and West Palm Beach for the unified control of the tracks for both freight and passenger services. The needed track construction, improvements and rehabilitation would also be performed according to best management practices to have minimal temporary impacts to existing freight operations during construction.

- 2. Regional Roadway Transportation:** The *Selected Alternative* would have an overall, positive impact on the regional roadway network (especially I-95 and Florida's Turnpike corridors) by providing a new transportation alternative that would be easily accessible to residents and visitors to Southeast Florida in the CBDs of West Palm Beach, Fort Lauderdale and Miami. The I-95 and the Florida Turnpike corridors operate as regional commuter corridors analogous to the FEC corridor. The average vehicle occupancy rate in Florida is 1.25 passengers per vehicle; therefore, for every 5 riders on the proposed passenger rail system, it is anticipated that 4 vehicles would be removed from the regional roadway network because those riders would have otherwise utilized either the I-95 or Florida Turnpike corridor.²¹
- 3. Local Roadway Transportation:** Analysis and evaluation of impacts to local vehicular transportation was divided into two distinct scenarios: (a) potential impacts along the corridor at crossings and crossing closures resulting from the system, and (b) potential impacts from the stations.
 - a. System:** The *Selected Alternative* (which has been analyzed to include impacts resulting from existing freight service, as well as projected freight growth and the proposed passenger service) would not have a significant impact on traffic operations at railroad crossings in the Project Area. The impact on delay, queuing, and Level of Service (LOS) as result of the *Selected Alternative* is limited to signal cycles immediately following a train crossing event and are minimal on a peak-hour basis. The passenger train is proposed to clear a typical crossing in 52 seconds. With only one such crossing event during peak hours, the impact on traffic operations on adjacent roadways is expected to be minor. Signal and circuit upgrades performed as part of the track construction, improvement and rehabilitation would occur within the FEC corridor, and would not substantially impact traffic on intersecting roadways. There are no permanent road closures contemplated as a result of the system portion of the *Selected Alternative*. There are, however, crossing closures anticipated for the station elements of the *Selected Alternative* that are necessary to accommodate the proposed platforms. The contemplated crossing closures would only occur at low-volume, local streets and would not impact local circulation significantly as there are alternate routes located in close proximity to the proposed closures so as to avoid dead-end conditions and result in minimal changes to the existing traffic patterns. Access to existing properties would not be affected by the proposed crossing closures.

²¹ Based on a 2007 survey conducted by FDOT District Six in Miami-Dade County, the county-wide average vehicle occupancy rate was 1.25 passengers per vehicle. Also, data published by US Department of Energy in 2010, shows a national average vehicle occupancy rate of 1.59 passengers per vehicle for cars - http://www1.eere.energy.gov/vehiclesandfuels/facts/2010_fotw613.html

- b. Stations:** The traffic that is projected by the *Selected Alternative* would be minor compared to existing traffic and roadway capacities in the Project Area. The crossing closures at two local streets in West Palm Beach and NW Second Street in Fort Lauderdale are not anticipated to impact local circulation. The availability of alternative routes in close proximity to the proposed crossing closures will avoid dead-end conditions and result in minimal changes to the existing traffic patterns and access to existing properties will be maintained. Further, no significant adverse effects are projected on any roadway segments in Miami.²² Therefore, no mitigation is required.²³ As for temporary impacts that may be caused by construction, the roadway segments that provide direct access to the proposed sites for the stations may require access management traffic analysis during the design phases.
- 4. Parking:** The *Selected Alternative* would develop demand for 1,170 new parking spaces (60 spaces in West Palm Beach and Fort Lauderdale (total of 120 spaces), and 1,050 in Miami) to support the retail at each of the three stations. Handicapped spaces will be provided as per local ordinance. AAF does not plan to develop dedicated parking on-site for rail service passengers because easily-accessible, long-term parking capacity is available within a close radius of each of the stations. Existing parking conditions were inventoried at each of the three station locations and categorized as surface or structure or public or private within 0.25 and 0.50 miles of the station locations. The use of such existing parking facilities is supported by each of the affected municipalities (see Exhibit 4). Based upon traffic and ridership projections, there would be no conflicts or shortages of parking because the existing parking areas are sufficient. The unmet demand associated with the West Palm Beach Station (155 vehicles) represents less than 1.5 percent of the total number of spaces located within the ½ mile buffer (12,279). Existing parking facilities would need to be occupied at a rate of 98.5% to make the demand unsupportable. The unmet demand associated with the Fort Lauderdale Station (155 vehicles) represents less than 0.5 percent of the total number of spaces located within the ½ mile buffer (14,333). Existing parking facilities would need to be occupied at a rate of 99.5% to make the demand unsupportable. The demand associated with the Miami Station (# of spaces) can easily be supported by the vacant parking available within the ½ mile radius. The City of Miami Parking Authority confirmed that many of the larger surface lots proximate to the station

²² No adverse effects are projected because a roadway is considered “adversely” impacted if the station-related traffic causes the roadway change from having acceptable LOS to having unacceptable LOS. None of the roadways considered as part of the *Selected Alternative* confront such changes. A separate analysis applies, however, for determining whether a “significant” impact is realized. An impact is considered “significant” if the station-related traffic utilizes 5% or more of the roadway capacity. One of the roadway segments in Miami utilizes such capacity, but this is not considered “adverse” for the reasons cited in the first sentence of this footnote.

²³ No adverse effects are projected because a roadway is considered “adversely” impacted if the station-related traffic causes the roadway change from having acceptable LOS to having unacceptable LOS. None of the roadways considered as part of the *Selected Alternative* confront such changes. A separate analysis applies, however, for determining whether a “significant” impact is realized. An impact is considered significant if the station-related traffic utilizes 5% or more of the roadway capacity of an adjacent roadway. One of the roadway segments in Miami utilizes such capacity, but this is not considered adverse.

are occupied at a rate of approximately 30% or less, thus leaving adequate capacity to support the demand associated with the station.²⁴

The Selected Alternative will not result in significant adverse impacts to rail transportation networks, regional roadway transportation networks, local roadway transportation networks or parking.

- I. Demographics and Environmental Justice:** A high-level quantitative analysis was conducted pursuant to Executive Order 12898, to determine the potential for disproportionately high or adverse impacts to sensitive communities.²⁵ Based on the result of the demographic assessment, minority populations subject to protection under Executive Order 12898 are present within the Project Area. Although there are Environmental Justice communities of concern present along the FEC corridor, the implementation of directional, wayward or crossing mounted horns would dramatically reduce the existing footprint of warning horn noise and would minimize the number of existing and potential noise impacts in the Project Area. Further, the *Selected Alternative* would not displace any businesses or residences and would not adversely impact the demographics of the Project Area. The *Selected Alternative* would further benefit residents by providing additional transportation options to residents and tourists within walking distance of the CBDs in the three cities where stations are proposed.

The Selected Alternative will not result in a disproportionately high or adverse effect on those sensitive populations and Environmental Justice communities of concern considered under Executive Order 12898 after noise mitigation measures have been implemented, such as directional, wayward or crossing mounted horns. FRA has determined that a meaningful number of sensitive communities are present within the Study Area, and additional steps must be taken by the Project Sponsor to further address the requirements of Executive Order 12898 and U.S. Department of Transportation Environmental Justice Order 5610.2(a). See Section 7.0 Commitments.

- J. Barriers to Elderly and Handicapped:** The Americans with Disabilities Act (ADA) of 1990 (PL 110-325) provides for equal opportunity for individuals with disabilities to access public and private facilities. The *Selected Alternative* has been developed to provide expanded mobility opportunities for those with disabilities and, during the design phase, federal, state and local provisions related to ADA compliance will be followed. Designated ADA compliant parking spaces would be provided to ensure the availability of parking and decrease the distance for elderly and disabled passengers to travel to the train platform. Further, AAF trains will be single level, fully accessible coaches, with level floor boarding from platforms. All station facilities and platforms will have elevator access, and individuals with disabilities will not encounter stairs in boarding or departing from trains. Also, there will be no stairs or other obstacles to impede movement on board trains. AAF trains will be the first-in-the-nation to have the entire train accessible to wheelchair passengers, including access to pass between coaches for the entire length of the train.

²⁴ An analysis of parking was completed in the area of each of the proposed stations as part of the EA. This analysis identified the presence of available parking within ¼ and ½ mile buffers. The ¼ and ½ mile thresholds were chosen based on standards identified in the Transportation Research Board's Transit Capacity and Quality of Service Manual.

²⁵ See Section 3.3.3 of EA

The Selected Alternative will not result in significant adverse impacts in terms of barriers to the elderly and handicapped populations. It is anticipated that the Selected Alternative will benefit elderly and handicapped groups by providing a transportation option that will enhance mobility and livability in their communities.

- K. Public Health and Safety:** The addition of passenger trains to the FEC corridor and the development of the corresponding stations will not negatively impact public health or safety. The *Selected Alternative* would result in enhancing public safety with improvements to grade crossing signal equipment for vehicular and pedestrian traffic. Also, the benefits resulting from decreased congestion and the potential for fewer vehicular crashes and fewer air emissions indicate that there will be no significant negative impacts on public health and safety.

The Selected Alternative will not result in significant adverse impacts on public health and safety.

- L. Cultural Resources:** The FRA has undertaken consultation with the Florida State Historic Preservation Office (SHPO) pursuant to Section 106 of the National Historic Preservation Act (NHPA) related to historic, cultural, archaeological and tribal resources and received concurrence on November 6, 2012 with FRA's finding that the *Selected Alternative* would have no adverse effect conditioned on continued consultation with the SHPO and locally affected parties (the Cities of West Palm Beach, Fort Lauderdale, and Miami) through the station design process. That letter is attached hereto as **Exhibit 3**.

The Selected Alternative will not result in significant adverse impacts on any of the historic and/or cultural resources found within the Project Area.

- M. Section 4(f) and Recreational Resources:** Based on the results of the EA analysis, one Section 4(f) resource (El Portal Tot Lot – Miami-Dade County) appears to have a potential impact from noise in the *Selected Alternative*. However, based on the committed mitigation measure related to wayside horns at grade crossings, the noise impact to El Portal Tot Lot would be eliminated.

The Selected Alternative would not use properties subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966 or have a significant impact on recreational resources.

- N. Construction Impacts:** Impacts from construction of the *Selected Alternative* are considered temporary and occur during and immediately following construction. Most construction impacts cease once construction activity in a certain location is completed. Although all construction impacts cannot be estimated at this time, AAF has committed to follow best practices and employ noise reduction measures, provide dust/erosion/sediment controls and further mitigation measures including limitations on nighttime activities in residential neighborhoods. Discharges of sediment into waterways will be minimized during construction by preparing a Stormwater Pollution Prevention Plan and employing best management practices such as the use of silt fences, straw bales, and ditch checks to minimize erosion. Erosion control methods will follow all governing regulations and permits. Further, AAF will prepare a spill prevention plan for petroleum products

and hazardous materials during construction and will require contractors to properly maintain their equipment to avoid spills. In summary, the temporary construction impacts would cease immediately after construction activities are completed and would be minimized using best management practices and by following all applicable federal, state, and local statutes, regulations and ordinances. For example, as referenced in the foregoing section regarding water quality, the *Selected Alternative* will include, at a minimum, on-site water quality treatment and best management practices as required by the South Florida Water Management District (SFWMD) (Chap. 40A though E, -4, -40,-42, and/or -44) and the Florida Department of Environmental Protection (FDEP) via the National Pollutant Discharge Elimination System (NPDES) Program.²⁶

The Selected Alternative will not result in significant permanent and adverse construction impacts. Further, any potential temporary impacts will be avoided and/or minimized through best management practices and mitigation requirements applied pursuant to all applicable federal, state, and local statutes, regulations and ordinance, if and as applicable, such that any such temporary construction impacts would cease immediately after construction activities are completed.

- O. Potential Secondary and Cumulative Impacts:** The *Selected Alternative* may result in secondary impacts such as creating the potential for development and redevelopment outside the development directly associated with the stations. This additional development may also create impacts such as increased traffic generated from those developments. It is not anticipated that the *Selected Alternative* will have a secondary impact on the availability and capacity of the local governments' ability to provide municipal services (e.g., potable water, sewer, solid waste, police, fire, EMS) for the proposed action and the surrounding areas. Since the Project does not have any significant adverse effects it will not contribute to cumulative effects in the Project area.

The Selected Alternative will not result in significant adverse secondary and/or cumulative impacts.

6.0 Comments

The matrix attached (**Exhibit 4 – Part 1**) sets forth a description of all comments received from citizens and elected officials since the EA was released for public circulation and comment on October 31, 2012, and through December 3, 2012. Further, the comments received from citizens have been compiled and attached (**Exhibit 4 – Part 2**). In addition, the comments received from elected officials have been compiled and attached (**Exhibit 4 – Part 3**). Finally, the comments received from agencies have been compiled and attached (**Exhibit 4 – Part 4**) and a description thereof appears below.

In summary, a total of 88 comments were received on the EA during the 30-day public comment period, which closed on Monday, December 3, 2012. Of those comments:

- 59 were received from citizens;
- 29 were received from elected officials;

²⁶ See *State of Florida Erosion & Sediment Control – Designer & Reviewer Manual, 2007*.

- 84 were provided in support of the Project;
- 3 were provided in opposition to the Project; and
- 1 was provided without a position on the Project.

The following discussion provides summarized descriptions of those comments that raised concerns related to the Project or comments related to potential impacts, followed by a response thereto.

Noise

Alicia Banuchi, Hollywood, Florida resident

Ms. Banuchi stated her opposition to the Project due to the noise resulting from the warning horns at grade crossings.

Robert Kurtz, West Palm Beach, Florida resident

Mr. Kurtz expressed concern as to whether or not he resides in one of the two multifamily buildings in Table 3-1.23 categorized as severely impacted. He was trying to determine if the “...train warning horn would only be sounded when the train is within 500 feet of the station,” and if so, would train warning horns only be sounded “well north” of Okeechobee Boulevard. Finally, Mr. Kurtz asked, “why should residents of West Palm Beach have to settle for what sounds like ‘second best’ solutions to the issue of train noise?” His understanding is that the best solution to horn noise is for West Palm Beach to be designated as an official “Quiet Zone,” which has been done for other sections of the FEC railway.

Response: In response to the first concern raised by Mr. Kurtz, his building is not one of the severely impacted sites, nor was it determined that it would be moderately impacted from noise. In response to the request for further clarification regarding the noise analysis, reference is made to Section 3.1.7 of the EA, which details the evaluation and analysis of potential noise and vibration impacts from the Project. The methodology used in the evaluation and analysis of noise and vibration was derived from the Federal Transit Administration’s (FTA’s) Guidance Manual for Transit Noise and Vibration Impact Assessment, May 2006 (FTA-VA-90-1003-06). Based on this guidance, and as set forth in Section 3.1.7.3 of the EA, the number of potential unmitigated severely and moderately impacted parcels was determined for the *No-Build Alternative* (Table 1-2) and the additional and overlapping²⁷ impacts for the *Preferred Build Project Alternative* (Table 1-3) for each of the three (3) counties.

²⁷ Following the FTA noise assessment methodology, both the *No-Build* and *Preferred Build Project Alternatives* are compared to the existing conditions. Impacts from both alternatives would affect many of the same noise sensitive receptors and overlap. Therefore the unmitigated impacts of *No Build* and the *Project* cannot be added together.

Table 1-2
Summary of Unmitigated Noise Impact Results
No-Build Alternative

County	Number of Severe Impact Parcels					Number of Moderate Impact Parcels				
	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational
Miami-Dade	710	492	1	0	0	1,782	998	41	5	0
Broward	2,121	1,195	3	0	0	4,862	2,222	6	20	0
Palm Beach	3,935	1,267	0	0	0	5,952	1,168	0	16	1

Source: URS Corporation, 2012

Table 1-3
Summary of Unmitigated Noise Impact Results
Preferred Build Project Alternative

County	Number of Severe Impact Parcels					Number of Moderate Impact Parcels				
	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational
Miami-Dade	428	299	1	8	0	1,974	1,148	41	44	5
Broward	1,155	673	2	23	1	5,708	2,725	7	124	4
Palm Beach	2,432	895	0	16	1	7,241	1,504	0	84	7

Source: URS Corporation, 2012

To mitigate for these potential impacts, AAF has committed to the use of stationary wayside horns at the grade crossings where severe, unmitigated noise impacts exist, thereby reducing the number of potential impacts in the Project Area substantially. The stationary horns are sounded at the crossing; not from the trains themselves, which significantly reduces the resulting noise impacts, and focuses the noise from the horns in the direction of traffic. The following graphic illustrates the smaller area that is impacted from the use of stationary wayside horns when compared to horns sounded from the train as it is moving.

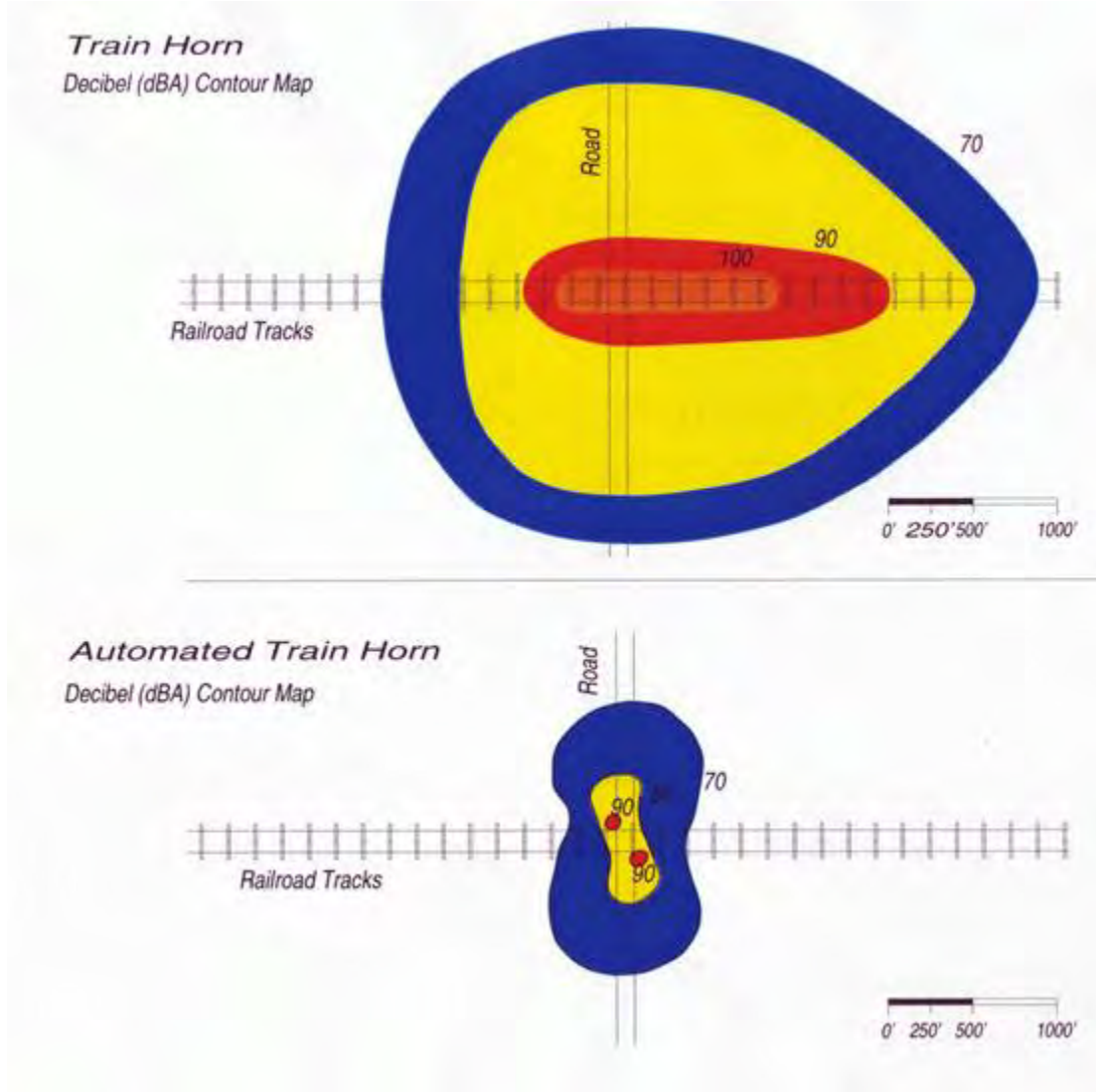


Table 1-4 summarizes the benefits received from the use of the committed noise mitigation.

Table 1-4
Summary of Noise Impact Results
Preferred Build Project Alternative with Stationary Grade-Crossing Horns

Counties	Number of Severe Impact Parcels					Number of Moderate Impact Parcels				
	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational	Residential Single Family	Residential Multi Family	Residential Mobile Home	Institutional	Recreational
Miami-Dade	0	0	0	0	0	5	13	0	1	0
Broward	0	0	0	0	0	13	11	0	2	0
Palm Beach	2	2	0	0	0	106	51	0	3	0

Source: URS Corporation, 2012

The committed noise mitigation will improve the ambient noise levels along the FEC corridor because all train movements through the corridor (passenger and freight) will use the stationary grade-crossing horns and not the warning horn blasts from the train itself over a 0.25-mile long distance that are currently in effect.

In response to the reference to Quiet Zones, stakeholders in the affected communities are considering the institution of Quiet Zones (which prohibit horns to be sounded in specified areas), as stated in the EA. Specifically, the City of Miami is in the process of applying for a continuous 4.5 mile Quiet Zone involving 19 grade crossings and the City of Fort Lauderdale is considering applying for Quiet Zones as well. This involves instituting alternate safety measures such as four-quadrant gates and non-mountable median dividers. In addition, supplementary safety measures must be installed and a risk analysis must be prepared to demonstrate that safety would not be compromised by eliminating train horns in the area receiving Quiet Zone designation. As stated in the EA, AAF will support efforts to institute such Quiet Zone measures. It should be noted, however, that while AAF is not opposed to the establishment of Quiet Zones and understands that those efforts may be pursued by governmental authorities or others, the implementation of Quiet Zones has not been proposed as part of the *Selected Alternative*. Instead, the governmental entities or other authorities pursuing these efforts will act as the sponsors of such efforts and will be responsible for the application process and the costs associated therewith, including the costs of any improvements to be borne in connection therewith. In light of the foregoing, the feasibility of these measures has not been determined as part of the Project.

In summary, the substantial reduction of impacts resulting from stationary wayside horns significantly reduces noise impacts such that no significant impact is expected.

Sensitive Communities

Alicia Banuchi, from Hollywood, Florida resident

Ms. Banuchi expressed her concern that the Project will have a “...proportionately high adverse severe noise impact on the low-income minority populations and businesses in the surrounding communities – and not just minority ‘Hispanics’.” Furthermore, she expressed her concern that severe noise impacts will have a direct effect on “non-white” racial minorities.”

Response: Section 3.3.3 of the EA details the evaluation and analysis of potential impacts to Environmental Justice populations from the Project. Environmental Justice was established in 1994 by Executive Order 12898 requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on sensitive populations, when such analysis is required by NEPA. Criteria outlined in *Environmental Justice, Guidance Under the National Environmental Policy Act*, published by the Council on Environmental Quality (CEQ) in December 1997, guide the examination of potential environmental justice effects, and were applied to identify whether sensitive populations exist within the Project Area. Based on the analysis of 2010 US Census and 2010 American Communities Survey data and evaluation criteria guidance from the CEQ, it was determined in the EA that certain populations meet the criteria for evaluation as Environmental Justice populations and were impacted by additional noise generated by the *Selected Alternative* without the inclusion of mitigation measures, as summarized in Tables 1-5 and 1-6.

**Table 1-5
Location of Impacts to Non-White Populations**

Location of Impacts	Total
Number of Census Tracts With Non-White Population Greater than 29.7% (established Tri-County average) Containing Severe Impact Locations	58 (56.9% of 102 tracts with severe impacts)
Total Number of Severe Impact Locations within the 58 Affected High-Minority Tracts	3,430 (57.8% of total number of severe impacts)

Source: 2012 Noise and Vibration Analysis, 2010 US Census

**Table 1-6
Location of Impacts to Low-Income Populations**

Location of Impacts	Total
Number of Census Tracts with Low-Income Population Greater than 11.5% Containing Severe Impact Locations	80 (78.4%)
Total Number of Severe Impact Locations within the 80 Affected High-Hispanic Tracts	4,637 (78.1%)

Source: 2006 – 2010 American Community Survey, 5 year Estimate, 2012 Noise and Vibration Analysis

However, as stated previously in this FONSI and in Table 1-4, the committed use of stationary wayside horns at the grade crossings where severe, unmitigated noise impacts exist dramatically reduces severe and moderate noise impacts (i.e., eliminating all severe impacts in Broward County and Miami-Dade County, more than 99% of all severe impacts in Palm Beach County, at least 99% of the moderate impacts in Broward County and Miami-Dade County and more than 98% of the moderate impacts in Palm Beach County). This substantial reduction of impacts also significantly reduces impacts to sensitive populations such that no significant impact remains.

Emergency Response and Emergency Facilities

Sue Gunzburger, Broward County Commissioner – District 6, Fort Lauderdale, Florida

Ms. Gunzburger expressed concern over her constituents' abilities to access emergency medical care due to the increase in train traffic resulting from the addition of up to 16 to 19 roundtrip passenger rail trains per day. She stated, "with only at-grade crossings throughout Southeast Broward County, the frequency of those crossings being closed to vehicles at peak hours for train traffic will surely delay timely access to trauma and emergency hospital care."

Response: Sections 3.3.1.1 and 3.3.1.2 detail the evaluation and analysis of potential impacts to traffic and surface transportation from the Project. Table 1-7 summarizes the estimated delays caused by current activities (2006), opening year (2015) and future year (2025) operational conditions. To assess the impact of the proposed passenger service on the existing crossings, first the delay estimates at a typical crossing were developed, and then two representative crossings were analyzed in detail for each affected county, for a total of six investigated crossings. These crossings were selected at major arterial roadways that have significant traffic volumes compared to other roadways with railroad crossings. Adjacent signalized intersections within 500 feet from the crossing were also included in the analysis to study the impact of the train crossing event on intersection traffic operations. The analyzed crossings represent the worst-case scenario in terms of traffic delay and LOS.

For Broward County, the EA analyzed the crossings at Hillsboro Blvd. and Broward Blvd. Based on the EA's analysis of these high-traffic crossings for the opening year of 2015 and the build out year of 2035 – with and without the train service traffic operations in the Project Area – it was determined that the traffic operations and LOS at adjacent intersections are anticipated to continue to operate at similar LOS with the introduction of the passenger rail service compared to LOS with already existing freight service such that the additional impact from the passenger rail service is minimal. Specifically, both the crossings analyzed in Broward County are expected to operate at LOS E or better in the build-out year of 2035. There would be no significant impact to traffic operations at these locations as a result of the Selected Alternative. Further, it is expected that because the impacts are minimal at these major arterial crossings (with higher traffic volumes) then the impact would be minimal at minor roadway crossings as well.

The impacts are minimal in Broward County and the other affected counties for the following reasons, among others:

- Shorter Train Length: AAF's trainsets will be shorter than the freight trains that currently operate in the corridor. Those freight trains average 8,837 feet in length. By contrast, AAF's trains will be less than 1,000 feet long – averaging from 725 to 900 feet in length.
- Quicker Clearance of Crossings: The freight trains can take five minutes to clear a crossing (averaging from 237 seconds to 308 depending on the County). AAF's trains will clear crossings in 52 seconds. This includes the time to activate and close the gate, the train passing and the gates reopening.

Further, as stated in the EA, traffic signals in the area have pre-emption capabilities and standard signal coordination in place allowing traffic to clear out and/or hold vehicles until the train clears. The signal operation at adjacent intersections can be synchronized so the traffic signal for the parallel roadways will remain green, and the roadway with a railroad gate in the lowered position will be red, to avoid blocking intersections and reduce the number of vehicles in the line of traffic at the crossing. This coordination and preemption would prevent vehicles – including emergency vehicles – from being trapped between the crossing location and the intersection. No significant impact is expected to emergency response or access related to traffic.

Table 1-7

FEC Railroad Crossing Delay Estimates

FEC RAILROAD CROSSING DELAY ESTIMATES-2006 BASE CONDITION

Service Type	Time to activate and close the gate (Sec)	Length (Feet)	Speed (mph)	Time to Clear (Sec)	Time to bring the gate back up (Sec)	Total time to activate and clear (Sec)	Crossings per Day	Delay per Day (Min)	Maximum crossings per hour	Max delay per Hour (Min)
PALM BEACH										
Freight	30	6750	28.5	161	15	206	27	92.7	2	6.9
BROWARD										
Freight	30	6750	22.6	204	15	249	27	112.1	2	8.3
MIAMI-DADE										
Freight	30	6750	29.5	156	15	201	27	90.5	2	6.7

Note: Freight service includes 4 local freight trains and 23 through freight trains

FEC RAILROAD CROSSING DELAY ESTIMATES-2015 OPENING YEAR CONDITION

Service Type	Time to activate and close the gate (Sec)	Length (Feet)	Speed (mph)	Time to Clear (Sec)	Time to bring the gate back up (Sec)	Total time to activate and clear (Sec)	Crossings per Day	Delay per Day (Min)	Maximum crossings per hour	Max delay per Hour (Min)
PALM BEACH										
Freight	30	8837	30.5	198	15	243	14	56.7	1	4.1
Passenger	30	600	60.1	7	15	52	12	10.4	1	0.9
Total								67.1		5.0
BROWARD										
Freight	30	8837	30.5	198	15	243	14	56.7	1	4.1
Passenger	30	600	60.1	7	15	52	12	10.4	1	0.9
Total								67.1		5.0
MIAMI-DADE										
Freight	30	8837	31.3	192	15	237	14	55.3	1	4.0
Passenger	30	600	60.1	7	15	52	12	10.4	1	0.9
Total								65.7		4.9

Note: Freight service includes 4 local freight trains and 10 through freight trains

FEC RAILROAD CROSSING DELAY ESTIMATES-2035 YEAR CONDITION

Service Type	Time to activate and close the gate (Sec)	Length (Feet)	Speed (mph)	Time to Clear (Sec)	Time to bring the gate back up (Sec)	Total time to activate and clear (Sec)	Crossings per Day	Delay per Day (Min)	Maximum crossings per hour	Max delay per Hour (Min)
PALM BEACH										
Freight	30	12795	39.5	221	15	266	22	97.5	1	4.4
Passenger	30	600	60.1	7	15	52	16	13.9	1	0.9
Total								111.4		5.3
BROWARD										
Freight	30	12795	38.5	227	15	272	22	99.7	1	4.5
Passenger	30	600	60.1	7	15	52	16	13.9	1	0.9
Total								113.6		5.4
MIAMI-DADE										
Freight	30	12795	33.2	263	15	308	22	112.9	1	5.1
Passenger	30	600	60.1	7	15	52	16	13.9	1	0.9
Total								126.8		6

Note: Freight service includes 4 local freight trains and 10 through freight trains

Notes:

- 1 FRA regulations require 20 seconds to activate and close the gate prior to the train entering the railroad crossing and 10 seconds to bring the gate back up. FDOT uses 30 seconds to activate and close the gate prior to the train entering the railroad crossing and 15 seconds to bring the gate back up. To account for the worst-case scenario, FDOT timings were used in this analysis.
- 2 Time taken for the train to clear the railroad crossing is calculated using the length of the train and speed of the train.
- 3 A maximum of two trains would cross per hour (Northbound and Southbound combined)
- 4 To account for freight growth from 2015 to 2035, a 3% per year growth was assumed. The length of the train was increased 3% per year to account for this growth. The number of trains was kept constant.

Use of Alternate Fuels***Alexander Martinez, Miramar, Florida resident***

Mr. Martinez expressed interest in how the trains will be “powered,” and if the use of “less impactful” alternative energy sources will be used.

Response: Diesel fuel is required to propel the train locomotives. Section 3.3.10 details the evaluation and analysis of potential impacts from energy resources for the Project. Tier IV locomotives would be used that would emit less pollution than older locomotives. Use of electricity was not considered viable for the Project due to the additional cost of overhead catenary systems and supplemental electrical substations, as well as the potential for substantial adverse aesthetic impacts especially in historic areas. Table 1-8 summarizes the benefits from the Project as it relates to energy consumption and savings. As such, no significant impact is anticipated.

**Table 1-8
Energy Consumption and Savings**

Energy Resource	Consumption	Savings	Joules ¹ /unit	KJoules ²
Gasoline		2,162,330.5 gallons/year ³	131,760,000.00	285,000,000,000
Diesel	1,287,720.0 gallons/year ⁴		136,629,732.60	176,000,000,000
Electricity	81,600,000 Kwh/year ⁵		3,600,000.00	294,000,000,000
Total Difference				(185,000,000,000)

Examples of 185,000,000,000 KJoules

Gallons of gasoline annually	1,404,608.00
Gallons of diesel annually	1,354,024.46
Kwh annually	51,388,888.89

¹ Joules = kg*m²/s² and is used as the common measure of “work”

² KJoules = Kilojoules or 1,000 Joules (rounded)

³ Based on the average of 2,001,327.6 and 2,323,333.5 stated above

⁴ Based on 147 gallons per one way trip X 24 daily one way trips = 3,528 gallons/day
3,528 gallons/day x 365 day = 1,287,720.0 gallons/year

⁵ Based on 16 Kilowatt hours (Kwh)/sq ft /month x 12 months = 192 Kwh/sq ft/year
192 Kwh/sq ft/year x 425,000 sq ft = 81,600,000 Kwh/year

Transportation Planning

Treasure Coast Regional Planning Council (TCRPC)

TCRPC stated its support of the Project citing improvements to regional mobility, reduction of traffic congestion, improvement to regional air quality and use of alternative modes of transportation.

South Florida Regional Transportation Authority (SFRTA)

SFRTA endorses the Project but makes the following comments:

- The EA does not encompass the full scope of AAF's planned passenger network.
- The EA does not analyze the impact of AAF's proposed operations on the existing Tri-Rail Commuter Rail service or AMTRAK's intercity service, or assess the amplified benefits of linking AAF's and Tri-Rail and/or AMTRAK's operations.
- The EA does not provide support for assertions that future freight traffic on AAF's corridor will not exceed 2006 volumes.

Response: With regard to the first comment, it should be noted that the EA covers the project as proposed by the AAF to the FRA (see additional discussion in section 1.0 of this FONSI) addressing West Palm Beach to Miami, Florida, which AAF intends to pursue as an independent project. With regard to the second comment, commuter rail is not part of the *No Build Alternative* and is not part of the *Selected Alternative*. The possibility of commuter rail within the FEC corridor has been studied for at least 10 years. Those studies have not yet established a definite preferred alternative or approach. Moreover, no funding plan exists for such commuter service. Given the number of issues still in flux regarding the possibility of commuter rail within the FEC corridor, an agreement is not in place between FDOT, SFRTA and AAF for that service. However, as AAF has stated in the EA, while there are no current plans for shared use of the stations for commuter rail service, the option for such service will continue to exist even after the Project becomes operational because the stations will be developed in a manner that will not preclude future commuter rail service on the FEC corridor, by SFRTA, FDOT or others. Further, AAF representatives have publically and consistently stated their support for commuter rail over the last 10 years.²⁸

The investment grade ridership study completed by AAF assumes a fare structure that is multiple times the current fare structure published by SFRTA. This accounts not only for the different type of service that will be provided by AAF (e.g. multiple class seating, free Wi-Fi, meal service, etc.), but also allows AAF to target the non-commuter market that exists in the South Florida region. With intercity type of

²⁸ See, e.g., *Proposed Tri-Rail service would take passengers into hearts of coastal cities from Jupiter to Miami*, *The Palm Beach Post* (Nov. 24, 2012), available at <http://www.palmbeachpost.com/news/news/local/proposed-tri-rail-service-would-take-passengers-in/nTD2S/>. See, also, *Tri-rail Ponders Fec Line Purchase*, *The Sun Sentinel* (October 5, 2002), available at http://articles.sun-sentinel.com/2002-10-05/news/0210050099_1_tri-rail-fec-commuter-trains.

train sets, service times (one-hour headways instead of twenty minute headways in the case of Tri-Rail during peak hours), and service attributes, AAF will serve different market segments than Tri-Rail, therefore allowing both to coexist in the region. FRA agrees that continued coordination by AAF with FDOT and SFRTA is appropriate and has been included as one of the mitigation commitments identified in section 7.

Finally, with regard to the references to the 2006 level of frequency, it should be noted that those references are made to speak to the changing composition of rail freight from bulk movements to containerization. Throughout the EA, however, it indicates that the analysis has been conducted based on the presumption that FECR will maintain operations as a freight provider within the FEC corridor with projected and planned annual growth of 5% to 7% until 2016 and 3% thereafter. As such, future freight traffic has been considered and evaluated within the EA as part of the No-Build Alternative, which has been compared to the Selected Alternative in accordance with NEPA and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999)

South Florida Water Management District (SFWMD)

SFWMD issued a statement of "No Comment."

Florida Department of Transportation (FDOT) – Central Environmental Management Office (CEMO)

FDOT CEMO recommended coordination with the appropriate FDOT District Permit Offices for activities within and adjacent to FDOT rights-of-way and projects. Coordination with the appropriate FDOT District Traffic Operations Offices was also recommended if lane closures and/or channelization are necessary.

Response: AAF is committed to continued and on-going coordination with FDOT and FDOT Districts.

Federal Transit Administration (FTA) – Region IV

The Federal Transit Administration – Region IV requested coordination between AAF and SFRTA regarding; Tri-Rail and operational service issues along portions of the corridor; Tri-Rail and attempts to ensure that AAF service does not compete and/or degrade existing Tri-Rail service within the Miami Urban Zone Area (UZA); and station area plans. FTA Region IV cited concerns relating to bus routes at station locations, and use of public loan guarantees for the Project.

FTA Region IV requests that the three local MPOs and SFRTA have the opportunity to review impacts from station locations, potential transit oriented development, and parking assessments. Additionally, FTA Region IV commented on the number of provided parking spaces, and whether or not AAF will assist in station area planning.

Response: With regard to the comments from the FTA Region IV regarding coordination between AAF and SFRTA, FRA agrees that this is a sound recommendation and has included this requirement in the mitigation commitments section (Section 7). AAF has stated publically that it supports discussion and dialogue with all interested parties regarding commuter rail and continued consultation by the parties as the Project is advanced would be appropriate. While the Project will not provide public transit service,

the option for SFRTA to cooperate with FECR and FECL to develop commuter rail service on the FEC line will remain available after implementation of the Project.

With regard to the FTA Region IV's financing comments, a Project cost estimate has been included in section 3.1 and discussion of a potential RRIF loan in section 1.0. The decision on whether to apply for a RRIF loan rests with AAF and the decision as to whether to approve any such request if made rests with the FRA.

With regard to parking, the EA analysis was based on the Institute of Transportation Engineers (ITE) parking estimation guide, *Parking Generation, 4th Edition*. As per the ITE guidance, the spaces available and provided are considered adequate.

7.0 Commitments

Demographics and Environmental Justice

FRA concludes that the EA presents a high-level quantitative analysis for demographics and Environmental Justice. Further analysis will need to be completed by the Project Sponsor prior to construction to fully comply with the requirements of Executive Order 12898 and U.S. Department of Transportation Environmental Justice Order 5601.2(a) due to the meaningfully greater number of Environmental Justice communities present within the Project Area. FRA will review and accept a completed *Environmental Justice Community Impact Assessment* conducted and submitted by the Project Sponsor.

Traffic Design

FRA concludes that additional analyses of the intersections adjacent to the three station locations will need to be completed prior to construction by the Project Sponsor during the design phase to address any specific traffic control requirements that may be present. FRA will review and accept completed traffic design analyses conducted and submitted by the Project Sponsor.

Noise

FRA finds that noise mitigation is required to address potential train horn noise impacts. AAF has committed to mitigating these impacts with the installation of stationary wayside horns at the grade crossings where severe, unmitigated impacts exist (EA section 3.1.7.4). AAF will also cooperate with local jurisdictions should they seek to establish quiet zones. Unless AAF can show that noise associated with certain crossings will not cause severe impacts, FRA requires AAF to install wayside horns or cooperate to establish quiet zones for all crossings in the Project area.

Coordination

FRA finds that concerns about coordination with commuter rail planning calls for continued interaction with regional transportation agencies. FRA requires that AAF coordinate directly with FDOT and SFRTA on the development of the Project in relationship to transit services provided by FDOT and SFRTA, with an objective of developing a plan for integrated passenger rail services in the south Florida region.

Water Quality

Temporary impacts resulting from construction of all alternatives considered would cease when construction was completed and would be minimized by best management practices as required by the South Florida Water Management District (SFWMD) (Chap. 40A through E, -4,-40,-42, and/or -44). SFWMD water quality criteria require on-site retention of the first inch of stormwater runoff from the entire site area or 2.5 times the percentage of impervious area, whichever is greater. In South Florida, the best management practices used to accommodate for these retention criteria and also meet permitting requirements are:

- Surface infiltration through swales or ditches;
- Installation of underground French drain systems to drain water into the superficial aquifer or water table;
- Deep injection wells to drain water via gravity or pumping to the deeper G-III aquifer (only permissible outside of well-field protection areas and east of the salt-water intrusion line); and/or;
- Retention ponds

Potential water quality impacts resulting from erosion and sedimentation will be controlled in accordance with best management practices. SFWMD Environmental Resource Permit (ERP) requirements protect the discharge water quality, which in turn avoids impact. The proposed Project would comply with all local ordinances for protection of the well-fields, including those noted above. During the design phase of the Project, further coordination with SFWMD will occur to ensure the ERP requirements include best management practices during construction to preserve (or enhance) the water quality within surface waters.

Wetlands

Best management practices would be employed during construction to avoid temporary impacts to the wetland systems.

Rail Transportation

Track construction, improvements and rehabilitation needed to implement the Preferred Build System Alternative would be performed according to best management practices to have minimal temporary impacts to existing freight operations during construction.

Hazardous Materials Use, Storage, and Transportation

Usage and storage of hazardous materials at the Ft. Lauderdale Vehicle Maintenance Facility location will be handled according to accepted industry best management practices.

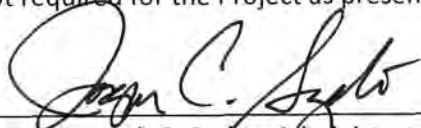
Construction Impacts

Discharge of sedimentation into waterways will be minimized during construction. Best management practices, such as silt fence, straw bales, and ditch checks, will be used to minimize soil erosion,

sedimentation, runoff, and surface instability during construction. Erosion control devices will be placed and maintained in accordance with governing regulations and permits. A spill prevention plan will be developed for petroleum products or other hazardous materials during construction. Contractors will be required to properly maintain their equipment such that spills are avoided.

8.0 Conclusion

The FRA finds that the AAF Project as presented and assessed in the attached October 2012 EA satisfies all applicable requirements of the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 et seq.; Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303(c)); and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), and has determined that this Project will have no significant impacts on the quality of the environment provided it is implemented in accordance with the mitigation commitments identified in this FONSI. This FONSI is based on the EA, which was independently evaluated by FRA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed Project, and appropriate mitigation measures. The EA provides sufficient evidence and analysis to determine that an environmental impact statement is not required for the Project as presented.



Joseph C. Szabo, Administrator

1/30/13

Date

LIST OF EXHIBITS

- Exhibit 1 Letter of Concurrence; U.S. Department of the Interior, Fish and Wildlife Service (USFWS), November 20, 2012
- Exhibit 2 Letter of Concurrence, Florida Fish and Wildlife Conservation Commission (FWC), November 26, 2012
- Exhibit 3 Letter of Concurrence; Florida Department of State Division of Historical Resources, November 6, 2012
- Exhibit 4 Public Comments
 - Part 1: Omitted
 - Part 2: Copies of Comments from Citizens
 - Part 3: Copies of Comments from Elected Officials
 - Part 4: Copies of Comments from Agencies

EXHIBIT 1
LETTER OF CONCURRENCE
U.S. DEPARTMENT OF THE INTERIOR,
FISH AND WILDLIFE SERVICE
NOVEMBER 20, 2012



United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

November 20, 2012

David Valenstein
Federal Railroad Administration
1200 New Jersey Avenue, Southeast
Washington, DC 20590

Service Federal Activity Code: 2013-CPA-0029
Service Consultation Code: 2013-I-0025
Date Received: October 25, 2012
Project: All Aboard Florida Passenger Rail
Service, Miami to West Palm Beach
Counties: Miami-Dade, Broward, Palm Beach

Dear Mr. Valenstein:

The U.S. Fish and Wildlife Service (Service) has reviewed your letter dated October 19, 2012, and other information submitted by the Federal Railroad Administration (FRA), for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*).

PROJECT DESCRIPTION

The FRA is proposing to authorize the "All Aboard Florida" passenger rail service proposed by Florida East Coast Industries (FECI). The project would provide new roundtrip passenger rail service from Miami to West Palm Beach with one stop located in Fort Lauderdale. The proposed project is a segment of a larger passenger rail system proposed by FECI from Miami to Orlando. FECI is currently requesting authorization from the FRA for the segment of the project from Miami to West Palm Beach.

The new railway will be located within the existing Florida East Coast (FEC) rail corridor. The FEC rail corridor historically contained a double-track railroad, but currently contains a single track for freight service with several long sidings. The existing roadbed within the FEC rail corridor would be used for track improvements to allow passenger service. A total of 49.2 miles of new track would be installed within the existing FEC rail corridor and 0.3 miles of existing track would be rehabilitated. The proposed works would also include the reconstruction of existing crossovers and the installation of new crossovers within the FEC rail corridor. In addition, the project would include the construction of passenger stations in Miami, Fort Lauderdale, and West Palm Beach. The stations sites are located in urbanized areas that are either developed (*e.g.*, the Miami station site currently consists of a parking lot) or highly disturbed. The project will not affect wetlands. The project site is located in Miami-Dade County, Broward County, and Palm Beach County, Florida.

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IN AMERICA 

THREATENED AND ENDANGERED SPECIES

Eastern indigo snake

The project occurs within the geographic range of the threatened eastern indigo snake (*Drymarchon corais couperi*). To minimize adverse effects to this species during construction, FECl has agreed to follow the Service's *Standard Protection Measures for the Eastern Indigo Snake* (Service 2004) during construction of the project. The FRA has determined the project "may affect, but is not likely to adversely affect" the eastern indigo snake. Based on the adherence to the indigo snake protection measures, the Service concurs with this determination.

Wood stork

The project site is located within the geographic range of the endangered wood stork (*Mycteria americana*). The FRA has determined the project "may affect, but is not likely to adversely affect" the wood stork. The Service notes the project will not affect wetlands that may provide foraging habitat for the wood stork. Therefore, the Service concurs with the FRA's determination for the wood stork.

Florida scrub-jay

The project is located within the historic geographic range of the threatened Florida scrub-jay (*Aphelocoma coerulescens*). Currently, the Florida scrub-jay is not known to occur within or near the project footprint in Miami-Dade County, Broward County, and Palm Beach County. The FRA has determined the project "may affect, but is not likely to adversely affect" the Florida scrub-jay. Based on the information provided, the Service concurs with the FRA's determination for the scrub-jay.

This letter fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Thank you for your cooperation in the effort to protect federally listed species. If you have any questions regarding this project, please contact John Wrublik at 772-469-4282.

Sincerely yours,



for Larry Williams
Field Supervisor
South Florida Ecological Services Office

cc:

FWC, Tallahassee, Florida (FWC-CPS, Traci Wallace)

NOAA Fisheries Service, West Palm Beach, Florida (Brandon Howard)

Corps, Palm Beach Gardens, Florida (Garett Lips)

LITERATURE CITED

U.S. Fish and Wildlife Service. 2004. Standard protection measures for the eastern indigo snake. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.

EXHIBIT 2
LETTER OF CONCURRENCE
FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION
NOVEMBER 26, 2012



November 26, 2012

Florida Fish
and Wildlife
Conservation
Commission

Ms. Lauren Milligan
Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd., M.S. 47
Tallahassee, FL 32399-3000
Lauren.milligan@dep.state.fl.us

Commissioners

Kenneth W. Wright
Chairman
Winter Park

Kathy Barco
Vice Chairman
Jacksonville

Ronald M. Bergeron
Fort Lauderdale

Richard A. Corbett
Tampa

Allese P. "Liesa" Priddy
Immokalee

Charles W. Roberts III
Tallahassee

Brian S. Yablonski
Tallahassee

Executive Staff

Nick Willey
Executive Director

Greg Holder
Assistant Executive Director

Karen Ventimiglia
Chief of Staff

Office of the
Executive Director
Nick Willey
Executive Director

(850) 487-3796
(850) 921-5786 FAX

*Managing fish and wildlife
resources for their long-term
well-being and the benefit
of people.*

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

Re: SAI #FL200610032820C and ETDM#s 7519 and 11860, All Aboard Florida Passenger Rail Project, West Palm Beach to Miami, Environmental Assessment, Palm Beach, Broward, and Miami-Dade Counties

Dear Ms. Milligan:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Environmental Assessment (EA) and Section 4(F) Statement for the above-referenced project, and offers the following comments. The EA was prepared as required by the National Environmental Policy Act of 1969 and in compliance with 23 CFR Part 771.

The Federal Railroad Administration proposes to authorize the All Aboard Florida passenger rail service between West Palm Beach and Miami, as proposed by Florida East Coast Industries. A total of 49.2 miles of new track would be installed within the existing Florida East Coast railroad corridor, which historically contained a double-track railroad, but currently has only one track for freight service. The project also includes construction of new passenger stations in West Palm Beach, Fort Lauderdale, and Miami. The proposed station locations are all within disturbed urban areas, with minimal value to fish and wildlife resources.

The FWC reviewed the Phase II documents for this project as ETDM 7519 in December 2009. At that time, we made several recommendations on the Draft Environmental Screening Methodology Technical Memorandum, and these were followed in the current EA.

We concur with the EA finding that the West Palm Beach to Miami rail project, as currently proposed, should have minimal impact on fish and wildlife resources. The project construction area contains no natural habitats, so the proposed work is not anticipated to have direct impacts on any listed species. We support the project commitments regarding fish and wildlife resources, including contingency protocols for protection of gopher tortoises, indigo snakes, manatees, and sea turtles, and potential mitigation actions should wildlife "train kill" hotspots be identified.

Thank you for the opportunity to review the EA for the All Aboard Florida project in Palm Beach, Broward, and Miami-Dade Counties. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical

Lauren P. Milligan
Page 2
November 26, 2012

questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com.

Sincerely,



Bonita Gorham
Land Use Planning Program Administrator
Office of Conservation Planning Services

bg/bb
ENV 1-3-2
All Aboard Florida Passenger Rail Project_16911_112612

EXHIBIT 3
LETTER OF CONCURRENCE
FLORIDA DEPARTMENT OF STATE DIVISION
OF HISTORICAL RESOURCES
NOVEMBER 6, 2012



FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

November 6, 2012

Mr. David Valenstein
US Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: DHR Project File No.: 2012-4778 (CRAS)/ 2012-4801 (Case Study)
Received by DHR: October 25, 2012
Project: *Cultural Resources Assessment Report & Section 106 Documentation and
Determination of Effects for the All Aboard Florida Passenger Rail Project from
West Palm Beach to Miami*
Counties: Palm Beach, Broward, and Miami-Dade

Dear Mr. Valenstein:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, Florida Statutes. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

This proposed project involves the restoration of passenger rail service between West Palm Beach and Miami utilizing the existing Florida East Coast Rail (FECR) right-of-way (ROW). The Cultural Resources Assessment Report resulted in the identification of 108 historic resources within the Areas of Potential Effect (APE) for the proposed station locations, 64 historic resources within the mainline ROW, and eight contributing bridges to the overall historic FEC Railway (8DA10107/8BD4087/8PB12102). This office concurs with the determinations of eligibility made by the Federal Railroad Administration with the following two exceptions. This office finds insufficient information to concur with the determinations for resources 8PB602 and 8PB9848, both located at the proposed West Palm Beach – Central station location.



DIVISION OF HISTORICAL RESOURCES
R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250
Telephone: 850.245.6300 • Facsimile: 850.245.6439 • www.flheritage.com
Commemorating 500 years of Florida history • www.fl500.com



Mr. David Valenstein
DHR Project File Number: 2012-4778/2012-4801
November 6, 2012
Page 2

This office has reviewed the Section 106 Documentation and concurs with the finding of no adverse effect [as per 36 C.F.R. Part 800, § 800.5(d)(2)] for the preferred alternatives conditional on continued consultation with this office and locally affected parties (the cities of West Palm Beach, Fort Lauderdale, and Miami) through the station design process.

If you have any questions, please contact Ginny Jones, Architectural Historian, Transportation Compliance Review Program, via email ginny.joncs@dos.myflorida.com, or at 850.245.6333.

Sincerely,

Barbara E. Mattale, DSHPO

for
Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

PC: Sydney Schneir, FRA Environmental Protection Specialist, Washington, D.C.

EXHIBIT 4
PUBLIC COMMENTS
PART 1: OMITTED

EXHIBIT 4
PUBLIC COMMENTS
PART 2: COPIES OF COMMENTS FROM CITIZENS

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin; mmmiguez@feci.com](mailto:Peate.Martin@mmiguez@feci.com); john.flint@allboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark; ali.soule@allboardflorida.com](mailto:Crowell.Mark@ali.soule@allboardflorida.com)
Subject: All Aboard Florida Comment Form
Date: Tuesday, November 13, 2012 11:07:54 AM

Sent from All Aboard Florida Comment Form

Name: Kasey Hayes
Address: 2850 Coconut Ave. Apt. 11
City: Miami
State: Florida
Zip Code: 33133
Email: kaseyhayes@gmail.com

Message:

All Aboard Florida will provide additional transportation options and connect the region in a way that is very necessary. It will benefit the environment because there will be a decreased need for car travel between Miami and Orlando. It will also create jobs and encourage the use of other forms of transportation. I support this project!

Sent from (ip address): 70.151.58.3 (70.151.58.3)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; WOW64; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; MS-RTC LM 8; .NET4.0C)

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Wednesday, November 14, 2012 8:50:49 AM

Sent from All Aboard Florida Comment Form

Name: Piret
Address: 2559 Trapp Ave
City: Miami
State: FL
Zip Code: 33133
Email: info@piretdesign.com

Message:
The impact seems completely minimal, and having a functional train would be ideal.

Sent from (ip address): 98.242.144.111
(c-98-242-144-111.hsd1.fl.comcast.net)
Coming from (referrer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 6.1) AppleWebKit/537.11 (KHTML, like Gecko) Chrome/23.0.1271.64 Safari/537.11

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark
Subject: All Aboard Florida Comment Form
Date: Wednesday, October 31, 2012 11:23:06 AM

Sent from All Aboard Florida Comment Form

Name: Denis Eirikis
Address: 254 Las Palmas Street
City: Royal Palm Beach
State: FL
Zip Code: 33411
Email: eirikis@clearlightpr.com

Message:

This comment is sent in support of the All Aboard Florida Project that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the All Aboard Florida Project, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the All Aboard Florida Project will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the All Aboard Florida Project. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the All Aboard Florida Project and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Denis Eirikis

Sent from (ip address): 174.48.79.72
(c-174-48-79-72.hsd1.fl.comcast.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 6.1; WOW64)
AppleWebKit/537.4 (KHTML, like Gecko) Chrome/22.0.1229.94 Safari/537.4

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, November 05, 2012 10:44:41 AM

Sent from All Aboard Florida Comment Form

Name: Cindy Costa
Address: 4003 Toledo St
City: Coral Gables
State: FL
Zip Code: 33146
Email: cindyhillcosta@gmail.com

Message:

All Aboard Florida will provide additional transportation options and connect the region. It will benefit the environment, create jobs and encourage the use of other forms of transportation. I support the project.

Sent from (ip address): 207.67.15.22
(207-67-15-22.static.twtelecom.net)
Coming from (referrer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB7.4; chrome/22.0.1229.94; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.2; MS-RTC LM 8)

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, November 12, 2012 5:18:13 PM

Sent from All Aboard Florida Comment Form

Name: Alicia Banuchi
Address: Monroe Street @ 21st Ave North Dixie Highway
City: Hollywood
State: FL
Zip Code: 33020
Email: aliciab26@bellsouth.net

Message:

As opposed to your analysis Preferred Build Project Alternative, the All Aboard Florida Project will have a proportionately high adverse severe noise impact on the low-income minority populations and businesses in the surrounding communities-- and not just minority "Hispanics" as you so predominantly target in your draft proposal dated October 31, 2012. (Ethnicity - Presence of Population.)

As identified in Section 3.1.7 of the Environmental Assessment, the Draft Proposal states that severe noise impacts will directly affect "non-white" racial minorities. (It is not clear whether this includes non-white Hispanics.) Severe noise will affect "5,934 sites within 102" (out of 138 studied) "census tracts." 56.9% of those tracts will be affected.

Additional analysis shows that those 58 (56.9%) affected tracts contain 3,430 (57.8%) of the severe noise impact locations. (Table 3-3.30)

The Preferred Build Project Alternative will not eliminate nor alleviate significant noise impacts. "Warning horns" at grade crossings only create more noise on both sides – train, and stationary wayside horns. People already living and affected by FEC railway noise crossings can testify to the subjection of vibrations and unnecessary prolonged honking of trains running 24/7, which average two (2) passing trains per hour primarily in the A.M. hours. The All Aboard Florida train will only add to the frequency.

Therefore, it is imperative and requested that Public Meetings be held, to include the local businesses and residents of those communities that will be affected directly by the noise and impending disruptions encompassing All Aboard Florida Passenger Rail Project, West Palm Beach to Miami, Florida, before any further approvals and/or

bids are accepted.

Sent from (ip address): 50.138.109.134
(c-50-138-109-134.hsd1.fl.comcast.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 5.1; rv:16.0)
Gecko/20100101 Firefox/16.0

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Tuesday, November 27, 2012 11:33:44 AM

Sent from All Aboard Florida Comment Form

Name: Amir Aminian
Address: 1331 Brickell Bay Drive, #3409
City: Miami
State: FL
Zip Code: 33131
Email: amir@yablenlaw.com

Message:
All aboard Florida will provide additional transportation options and connect the region.

I support All Aboard Florida

Sent from (ip address): 76.108.189.22
(c-76-108-189-22.hsd1.fl.comcast.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 1.1.4322; .NET CLR 2.0.50727; InfoPath.2; .NET4.0C; .NET4.0E; IPH 1.1.21.4019)

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Tuesday, November 13, 2012 7:45:13 PM

Sent from All Aboard Florida Comment Form

Name: Brian Thorniley
Address: 2711 Buckhorn Preserve Blvd
City: Valrico
State: FL
Zip Code: 33596
Email: bkt1966@verizon.net

Message:

As a resident of Florida for over 15 years, I must express my support for this project. It will benefit all of Florida and the environment by taking cars off the road, reducing pollution, and by creating an alternative to building more (and bigger) roads. All Aboard Florida needs to expand to Tampa and Jacksonville as soon as possible. State and federal government agencies need to work with All Aboard Florida as much as they can. Let's get this done!

Sent from (ip address): 71.180.62.22
(pool-71-180-62-22.tampfl.fios.verizon.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (iPad; CPU OS 5_1_1 like Mac OS X) AppleWebKit/534.46 (KHTML, like Gecko) Version/5.1 Mobile/9B206 Safari/7534.48.3

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, November 12, 2012 5:27:47 PM

Sent from All Aboard Florida Comment Form

Name: Martin Antonio
Address: 2205 Nw 70Th Ave
City: Miami
State: Fl
Zip Code: 33122
Email: tw_martinjr@hotmail.com

Message:

This will provide additional transportation options and connect the South Florida region. Hopefully It will benefit the environment? Create jobs and encourage the use of other forms of transportation for daily and even an alternative to travel for leisure. Our roads are extremely congested and traffic will only continue to worsen as more people move to and visit Florida. This project has potential. It can't come soon enough.

Sent from (ip address): 69.199.243.98 (69.199.243.98)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 6.1; WOW64)
AppleWebKit/537.11 (KHTML, like Gecko) Chrome/23.0.1271.64
Safari/537.11

From: RLowry98@aol.com
To: [Peate, Martin](#)
Cc: ali.soule@allaboardflorida.com; sbramson@bellsouth.net
Subject: All Aboard Florida
Date: Monday, November 26, 2012 9:10:50 PM

Dear Mr. Peate,

My name is Bob Lowry. I am an independent consultant in electronic materials science. You can see my background and experience at www.electronic-materials.com.

This letter is to express support of the All Aboard Florida concept for fast passenger rail service between Miami and Orlando. I have clients and colleagues who spend several days at a time in Florida on business. They visit clients and/or attend conferences in both the South and Central Florida areas. AAF service will clearly benefit them when they travel between the Miami/Ft. Lauderdale and Orlando areas. AAF will allow them to conduct business while traveling between those points, as well as making it unnecessary for them to rent a vehicle for at least a portion of their travels within the state.

I look forward to the startup of All Aboard Florida, and anticipate that it will benefit the state as well as hundreds of thousands of both business and pleasure travelers within Florida.

Best regards,

Bob Lowry

Robert Lowry
Electronic Materials Characterization
Consulting in electronic materials analysis
Phone: 321-777-9949
Fax: 321-777-9949
Mobile: 321-698-8367
Website: www.electronic-materials.com
3000 Purple Martin Lane
Indialantic, FL 32903

From: All-Aboard-Florida@urs.ursci.com
To: Peate_Martin; mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; Crowell_Mark; ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, November 26, 2012 11:17:53 AM

Sent from All Aboard Florida Comment Form

Name: Angela Andreola
Address: 700 North Andrews Avenue
City: Ft Lauderdale
State: Florida
Zip Code: 33311
Email: mercedeslady@bellsouth.net

Message:

This project will breathe new life & opportunity into downtowns that are in such need of a way to bring people into our cities & to bring these areas to life . jobs , growth, development, cars off the highway, sustainable transportation, just to name a few. After listening to the All Aboard team it seems this company really cares about this project and how it will effect the communities they are going to be a part of in a positive way . Hope to ride the rails soon !

Ms Angela Andreola

Ft Lauderdale business owner.

Sent from (ip address): 65.82.185.224
(adsl-065-082-185-224.sip.bct.bellsouth.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; GTB7.4; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30; .NET CLR 1.1.4322; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; AskTbORJ/5.15.4.23821)

Peate, Martin

From: All-Aboard-Florida@urs.ursci.com
Sent: Monday, November 12, 2012 1:06 PM
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form

Sent from All Aboard Florida Comment Form

Name: Margaret Atkins
Address: 677 Ne 24th St. #301
City: Miami
State: Florida
Zip Code: 33137
Email: mmatkins@gmail.com

Message:

I fully support the All Aboard Florida project. As a frequent traveler from Miami to Orlando for business purposes, having an additional transportation option that provides service directly to the Orlando Airport from downtown Miami in a cost-efficient and environmentally responsible manner is of paramount importance. Currently, the most efficient way of traveling between these two destinations is via car along the already crowded I-95 corridor or Florida Turnpike. As someone who does this drive very often and alone, it is not only contributing to the continued wear and tear on our highways, but pollution from the car exhaust. The All Aboard Florida project will allow my car (and many others) to be removed from the road and our pollutants from the air. I am looking forward to the successful completion of the project.

Sent from (ip address): 12.203.16.140 (12.203.16.140) Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>

Using (user agent): Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)



BABUN GROUP CONSULTING, INC.

November 13, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. Our company supports the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Dr. Teo A. Babun, Jr.", written over a horizontal line.

Dr. Teo A. Babun, Jr.
CEO

American Central Insurance Agency, Inc.

1800 SW 1st Ave, Suite 403
Miami, Florida 33129

Phone: 305-858-5456
Fax: 305-858-5909
Email: deborahbj@ureach.com

11/12/12

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. [We][I] support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



Deborah Balliette-Jacobson



THE BEACON COUNCIL

November 30, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the All Aboard Florida Project that will offer an additional transportation mode to the State of Florida. The All Aboard Florida Project will provide South Florida the ability to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options with all of our transportation modes.

The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs.

There are also many environmental benefits from the *All Aboard Florida Project*. It is my understanding this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. By creating jobs, stimulating local economies, and providing and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. The Beacon Council supports the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Frank R. Nero
President & CEO

cc: Ali Soule, All Aboard Florida

Miami-Dade
County's
Official
Economic
Development
Partnership

80 Southwest
Eighth Street
Suite 2400
Miami,
Florida
33130
Telephone:
305.579.1323
Facsimile:
305.375.0475
www.beacon
council.com
E-mail:
fnero@beacon
council.com

Frank R. Nero
President & Chief
Executive Officer

330 N. E. 96th St.
Miami, FL 33138
November 26, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Peate:

This letter is for the purpose of expressing total and absolute support in favor of and on behalf of the plans of All Aboard Florida (AAF) to begin Miami—Orlando passenger train service in the next several years, and I ask that you share this letter with any and all appropriate parties.

Simply put, the steel wheel on the steel rail is the single most efficient way of moving goods or people ever devised and the number of automobiles and buses that the AAF project will remove from our roads and highways, the decrease in congestion, the reduction in airline operations between the two cities, the decrease in pollutants and the business opportunities presented by AAF are inestimable. Simply put, the project is beyond “a good idea” or “should be done,” but rather, it is something that **must** be done, and done in as expedient a manner as possible.

Almost every person who I have spoken with regarding the project is in favor of it and I truly feel as if I am a one-man PR operation on behalf of the project but this initiative warrants this type of individual enthusiasm and I will continue to do what I, as an individual, can do to “talk up” and promote all that All Aboard Florida is proposing.

With all good wishes.

Sincerely,

Seth H. Bramson, Adjunct Professor of History and Historian in Residence,
Barry University
Adjunct Professor of History, Florida International University and Historian in
Residence, FIU Osher Lifelong Learning Institute
Adjunct Professor of History, Nova Southeastern University Lifelong Learning Institute



Citizens' Independent Transportation Trust

111 NW 1st Street • Suite 1010
Miami, Florida 33128
T 305-375-1357 F 305-375-4605

CITT Board Members

December 3, 2012

miamidade.gov

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Charles Scurr

Mr. Martin A. Peate, AICP
All Aboard Florida – Stations LLC
All Aboard Florida – Operations LLC
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
martin.peate@urs.com

RE: Environmental Assessment dated October 31, 2012, for the All Aboard Florida project

Dear Mr. Peate,

On behalf of the Citizens' Independent Transportation Trust (CITT), we are pleased to write to wholeheartedly support the FEC project, All Aboard Florida intercity passenger rail service.

It appears clear this Project will address South Florida's current and future needs to enhance the transportation system by implementing a privately owned, operated and maintained railway, which will directly connect a Grand Central Station in downtown Miami with a station stop each in downtown Fort Lauderdale and West Palm Beach. We enthusiastically look forward to its contribution to providing a mobility option that meshes well with our community's transportation vision and optimally integrates with Metrobus, Metrorail and the other transit and travel modes.

The citizens of Miami-Dade County approved a ½ Cent Charter County Sales Surtax on November 5, 2002. The purpose of the surtax is to partially fund the projects of the People's Transportation Plan (PTP). The PTP included a broad range of projects including extensions to the Metrorail system. The voters also approved as part of the ballot question the CITT to oversee the proceeds of the surtax and the implementation of the People's Transportation Plan.

The CITT has been providing support toward the development of the Northeast Corridor, which as one of the PTP Metrorail extensions initially featured heavy rail. As you may be aware, the heavy rail plans were cancelled in light of challenges for financial sustainability; a BRT (Bus Rapid Transit) alternative is being implemented. The Trust has also been exploring, in collaboration with the County and other transportation partners, innovative opportunities in order to maximize and sustain the impact of limited Surtax funds.

This corridor is an essential link between Broward and Miami-Dade Counties. The proposed All Aboard Florida rail project will provide premium transit service connecting key housing, leisure, retail and employment centers, plus reduced travel time to access Metrorail and Miami International Airport.

Delivering Excellence Every Day

Therefore, the proposed Project would continue the implementation of the County's integrated transportation network envisioned in the PTP. We strongly agree All Aboard Florida is entirely consistent with local public policy initiatives and objectives.

Sincerely,

A handwritten signature in blue ink that reads "Charles Scurr". The signature is written in a cursive style with a large, stylized initial "C".

Charles D. Scurr
Executive Director



November 12, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Armando Codina", written over a light blue horizontal line.

Armando Codina
Chairman / CEO



November 5, 2012

All Aboard Florida c/o URS Group
Attn: Martin A. Peate
7650 Courtney Campbell Causeway
Tampa, FL 33607

Dear Mr. Peate:

It is my pleasure to enclose our letter of support for the All Aboard Florida rail initiative undertaken by Florida East Coast Railway. I am writing on behalf of the Everglades Foundation as well as our environmental partners who have been briefed on the initiative. We agree that this project would be of great benefit to the state of Florida, both economically and environmentally.

We look forward to hearing of All Aboard Florida's continued progress toward this important piece of Florida's transportation future.

Sincerely,

A handwritten signature in blue ink, appearing to read "EE", positioned above the printed name and title.

Eric Eikenberg
Chief Executive Officer



October 10, 2012

Mr. Husein Cumber
All Aboard Florida
2855 LeJeune Road
Coral Gables, Florida 33134

Dear Mr. Cumber,

We, the undersigned, represent Florida-based organizations with a common interest in preserving and enhancing Florida's natural environment. Each of us in our own organizations have specific priorities and, as a group, we sometimes come together to support a project or policy when we believe it serves the best interests of our state and the priorities we believe are important to Florida's future. We write this letter to specifically support the initiative by All Aboard Florida to develop a passenger train from Miami to West Palm Beach, given the existing tracks and anticipated economic and environmental benefits; we look forward to future discussion about the second segment from West Palm Beach to Orlando.

We have reviewed and studied your company's plan to build, operate, own and maintain a passenger train to/from Orlando to Miami. You have told us that the train will be powered by clean diesel engines which meet the highest emissions standards set by the United States Environmental Protection Agency and the United States Department of Transportation. Further, most of the route will be along an existing transportation corridor and there will be minimal disruption to undeveloped areas. In addition, the placement of stations and access points in already developed areas of Miami, Fort Lauderdale and West Palm Beach will be an important economic boost for those communities.

Extensive ridership, engineering and environmental studies also show that there are up to three million people annually who would potentially use this new mode of transportation, thereby removing cars from Florida roadways and decreasing environmental impacts from air pollution, stormwater runoff and the use of fossil fuels to power automobiles.

Additionally, costs for Florida taxpayers will be reduced as highway maintenance and construction costs will be lessened due to fewer cars on the roadways. It is our hope that some of these savings might be deployed for uses that benefit Florida's natural resources.

For these reasons, and because we believe that rail travel can be a mode of the future that benefits our state in many ways, we support the plans for All Aboard Florida and look forward to working with you to bring this project to fruition.

Sincerely,

Eric Draper
Executive Director
Audubon Florida



John Adornato
Regional Director
National Parks Conservation Association



Eric Eikenberg
Chief Executive Officer
Everglades Foundation



Charles G. Pattison
Executive Director
1000 Friends of Florida



FLORIDIANS FOR BETTER



TRANSPORTATION

FBT – Moving Florida Forward!

November 20, 2012

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Chairman, 2012

William Bachschmidt
Tom Barry
Patrick Beyer
John P. Browning
Robert Burleson
Frederick Burman
Jay H.L. Calhoun
Robert J. Clark, Jr.
Lowell Clary
Don Crane
Courtney Cunningham
James H. Davis
Joseph Debs
Howard "Butch" H. Eley
Craig Elmore
Barry Fiandra
Maryam Ghyabi
Shelley Gisclar
Ken Hartmann
Bob Hartnett
Bill Hunter
Ram Kancharla
L. Patrick Kelly
Cliff Kirkmyer
Sia Kusha
Frederick W. Leonhardt
John M. Lewis, Jr.
William H. McDaniel, Jr.
Ken Morefield
David Nelson
Mary Lou Rajchel
Randy Ringhaver
Frank Rudd
Sen. Jim Sebesta
Neil Spirtas
Robert F. Stuart
Stanley Tate
John Temple
Leo Vecellio, Jr.
Robert Vickers
Christopher Warren
Wes Watson
Thornton Williams
Doug Wheeler
George Williamson
Mike Willingham
Mark A. Wilson

Staff:

Matthew D. Ubben
President

Britney Anderson
Business Coordinator

Ms. Sydney Schneir
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Schneir:

On behalf of Floridians for Better Transportation (FBT), a statewide business and transportation association, please accept the following comments and information for the Environmental Assessment (EA)/Section 4(f) Evaluation for the proposed All Aboard Florida Passenger Rail Project – West Palm Beach to Miami, Florida.

As a transportation advocacy organization formed more than 24 years ago, FBT remains dedicated to making transportation safer and more efficient in Florida for users and providers all across the Sunshine State. Florida continues to have one of the highest population and economic growth rates in the United States. This extraordinary growth places pressure on the State's major transportation network to provide mobility for resident and visitor populations.

Today's transportation system serves almost 19 million residents, over 82 million visitors, and vast movements of freight within and across the state's border. By 2040, Florida's transportation system will need to serve a projected population of 26 million residents, 120 million visitors annually, and a monumental increase in freight movement. Vehicle miles of travel are expected to increase over 70 percent, transit trips by 40 percent, air travel will more than double and freight tonnage will increase by 39 percent.

In order to meet the state's mobility needs, Florida has a well developed network of limited access highway facilities, as well as a highly developed airport system that serves intercity and interstate travel markets. The ability to significantly expand those components of the network to meet existing and projected growth is becoming limited due to environmental, social, economic and financial impacts.

As an important component of the vision for rail in Florida, the All Aboard Florida Passenger Rail Project will create jobs, improve mobility, complement the statewide transportation network, provide and enhance economic development opportunities, and reduce green house gas emissions. The American Association of Railroads estimates that every dollar spent on investment in our nation's railroads – including tracks, equipment, locomotives, and bridges – yields \$3 in economic output. In addition, each \$1 billion of rail investment creates 20,000 jobs.

The purpose of an EA is to determine the significance of the environmental effects and to look at alternative means to achieve the agency's objectives. The EA is intended to be a concise document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS; aids an agency's compliance with NEPA when no environmental impact statement is necessary; and facilitates preparation of an Environmental Impact Statement when one is necessary.

Having reviewed the EA prepared by All Aboard Florida, FBT believes the following case has been made: the need for the proposal; alternative courses of action for the proposal which involves unresolved conflicts concerning alternative uses of available resources; the environmental impacts of the proposed action and alternatives, and a broad listing of agencies and persons consulted, which included FBT.

We support the All Aboard Florida Passenger Rail Project – West Palm Beach to Miami, Florida.

Sincerely,



Matthew D. Ubben
President

November 2, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

This letter is sent to you on behalf of the Florida State Hispanic Chamber of Commerce in full support of the All Aboard Florida Project that will bring a much-needed alternative transportation mode to the State of Florida. The All Aboard Florida Project will allow South Florida to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit South Florida and the entire state by improving mobility and developing connectivity options.

Moreover, the All Aboard Florida Project will also jump-start economic development within local communities and the State and most importantly create jobs. There are also many environmental benefits from the All Aboard Florida Project. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint.

Job creation is our top priority at the FSHCC, and by creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We fully support the All Aboard Florida Project and hope that you recognize the compelling statewide significance that it will have for our state and region.

Sincerely,



Julio Fuentes
President

cc: Ali Soule, All Aboard Florida



FLORIDA TRANSPORTATION BUILDERS' ASSOCIATION, Inc.



November 5, 2012

OFFICERS

BOB PEREIRA, JR.
Chairman
ERIC KISHEL
Chairman-Elect
DAN WEEKLEY
Secretary-Treasurer
J.C. MISEROY
Immediate Past Chairman
ROBERT G. BURLERSON
President

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida*")

DIRECTORS

FOSTER BACHSCHMIDT
WILLIAM J. CAPEHART
DAVID CHURCH
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JOHN MORRIS
SAM MOUSA
PEDRO R. MUNILLA
JEFF NELSON
GEORGE RUSSELL
NICK SALCE
BOB SCHAFER
GENE STRICKLAND

Dear Mr. Peate:

This letter is sent in support of *All Aboard Florida* that will bring a much-needed alternative transportation mode to the State of Florida and improve our state's infrastructure. In my role as President of the Florida Transportation Builders' Association, I recognize the importance of investing in additional transportation infrastructure to promote economic vitality, create jobs and enhance the mobility of the state's transportation network. As Florida's population continues to grow, it is vital additional infrastructure is built to connect two of the state's major metropolitan regions for the millions of passengers who travel within South Florida each year.

South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit the region and the entire state by improving mobility and reducing congestion. The system will integrate with existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public. *All Aboard Florida* will set a new standard for intercity passenger rail in the U.S. as one of the first privately funded, and operated and maintained systems. This will allow the state to continue investing in highway infrastructure and other transportation corridors as the demands placed on Florida's roads continue to grow.

All Aboard Florida will also spur economic development within local communities and the state as well as create new jobs. The project proposes three stations in the downtowns of the region's major cities, Miami, Fort Lauderdale and West Palm Beach. The transit oriented development that will occur as a result of these stations will be a major economic generator and increase the livability of the urban core.

By creating jobs and stimulating local economies, the benefits of a new regional passenger rail system will extend beyond the rail's destination points and require additional road infrastructure improvements to allow Floridians to move from origin to destination as seamlessly as possible. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Robert G. BurlerSON
President, Florida Transportation Builders' Association

POST OFFICE BOX 1208
TALLAHASSEE, FL 32302

TELEPHONE
(850) 942-1404

FAX
(850) 942-5632

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954.524.3167 | fax
800.741.1420 | toll free

November 29, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

As President and CEO of the Greater Fort Lauderdale Alliance, Broward County's public/private partnership for economic development, I am pleased to provide this letter of support for the *All Aboard Florida Project*.

For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of residents and business owners in Florida. It will bring a much-needed alternative transportation mode to the state. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's growing traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the state and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

As a part of this support letter, I am pleased to say the Alliance recently convened a meeting of FEC officials and representatives of the marine industry, one of our major industries in Broward County. The marine industry is quite concerned about the potential impact of additional trains on the bridge over the New River in downtown Fort Lauderdale. The New River leads to numerous marine company facilities that service vessels of all sizes from around the world, providing thousands of jobs to South Florida residents. Officials of FEC and the marine industry had a very frank discussion about this issue and I am pleased the marine industry's concerns are being taken under consideration and will be accommodated as much as possible as the *All Aboard Florida Project* moves forward.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend far beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink that reads "Bob Swindell".

Bob Swindell
President and CEO



Hialeah
Chamber of Commerce & Industries

November 2, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you on behalf of the Hialeah Chamber of Commerce in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. The *All Aboard Florida Project* will allow South Florida to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

The *All Aboard Florida Project* will also kick-start economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the importance that it will have for our state and region.

Sincerely,

A handwritten signature in blue ink that reads "Mandy Llanes".

Mandy Llanes
Chairman

cc: Ali Soule, All Aboard Florida



November 14, 2012

Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Peate:

I want to express my enthusiastic support for All Aboard Florida, which will be a tremendous asset for our state. It will be a much-needed transportation link between south and central Florida, a route heavily traveled by residents and visitors.

As a businessman, I have meetings in Orlando and look forward to being able to work during those travel hours. Riding All Aboard Florida will eliminate the need to deal with auto traffic or airport delays and will make the distance seem shorter. My family in Orlando is also looking forward to an easier connection between us.

Florida East Coast Industries is to be complimented for undertaking this project. It will be a great benefit to our state and I look forward to its completion.

Sincerely,

Eric S. Katz
President
rkatz@communicatz.com

COMMUNIKATZ, INC.

PO Box 370707 • Miami, FL 33137

Phone 305-573-4455 • Fax 305-573-4466 • www.communicatz.com



THE MARY ANN KNIGHT INTERNATIONAL INSTITUTE OF PEDIATRICS
FOUNDED AS VARIETY CHILDREN'S HOSPITAL

November 28, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting
Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "*All Aboard Florida Project*")

Dear Mr. Peate:

I am writing in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to remedy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options. As the CEO of Miami Children's Hospital, I understand the need for improving access in the State of Florida.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies, and providing and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink that reads "M. Narendra Kini". The signature is written in a cursive, slightly slanted style.

M. Narendra Kini, M.D.
President & Chief Executive Officer

cc: Ali Soule, All Aboard Florida

From: [Ruth Kurtz](#)
To: [Peate, Martin](#)
Subject: Written Comments on EIS for All Aboard Florida
Date: Monday, November 26, 2012 10:40:28 AM

SUBMISSION OF COMMENTS ON THE EIS FOR PROPOSED ALL ABOARD FLORIDA

November 26, 2012

All Aboard Florida – Stations & Operations

c/o URS Corporation

7650 West Courtney Campbell Causeway

Tampa, Florida

Attn: Martin A. Peate

Dear Mr. Peate:

Operations noise from the passenger trains proposed by All Aboard Florida is of great concern to me and my family. The potential effects of the noise from the trains are likely to be very significant. The operating noise will likely adversely affect our daily lives (what the Environment Impact Statement, EIS, calls the human environment) and also the value of our property. However, determining definitely if this is the case is not possible based on the information in the EIS because the EIS is deficient. That is, even after reading the EIS, I could not begin to determine just how severe the operating noise would be with respect to our apartment, CityPlace South Tower located directly next to the FEC tracks at Okeechobee Blvd.

First, it is not clear from the EIS if our building is one of the two multifamily buildings in Table 3-1.23 categorized as severely impacted. If we are one of the multifamily buildings referred to in Table 3-1.23, a stationary wayside horn would be placed at the crossing next to our building and trains approaching the crossing would not sound their horns. The EIS is deficient because it does not allow us, the public, to determine whether or not we would get a stationary wayside horn at the grade crossing, which is intended to at least partially mitigate operations noise. Please let us know the answer.

Second, some clarification of the EIS is also needed before the public can evaluate the “human environment effects of noise” from the warning horns that are always required when trains approach the West Palm station. Regarding these required warning horns, there is an EIS conclusion that: “There are no noise sensitive parcels within 500 feet of any of the proposed station sites to be impacted by the station noise, including horn soundings.” Does this mean that the train warning horn would only be sounded when the train is within 500 feet of the station? If so, that would imply that the train warning horn would only be sounded well north of Okeechobee Boulevard. Please let us know the answer.

Finally, why should residents of West Palm Beach have to settle for what sound like “second-best” solutions to the issue of train noise (that is, the ones put forth in this EIS.)? It is our understanding that the best solution to horn noise is for West Palm Beach to be designated an official “Quiet Zone,” as has been done along other sections of the FEC Railway. Also, why isn’t the FEC being required to use the latest technology to keep its trains quiet, such as the “vibration reduction technology” which we have seen Dow Solutions advertise on television. We who are already here in West Palm Beach have a lot at stake in whether we get first-best or second-best solutions. And so does the city itself. Horn noise, even stationary wayside horn noise will be a deterrent to future residential growth and that growth is vital to this city. West Palm Beach is only partly formed. It needs to be filled in with more residential growth and the business growth that that will create. We urge that the proposal be revised to give us first-best solutions.

Sincerely

Robert Kurtz

550 Okeechobee Blvd., Apt 823

West Palm Beach, Fl 33401

R2kurtz@gmail.com

From: Sydney.Schneir@dot.gov
To: [Peate, Martin](#); Margie.Martinez-Miguez@feci.com
Subject: RE: Written Comments on EIS for Proposed All Aboard Florida
Date: Wednesday, November 28, 2012 3:02:32 PM

Hello,

The response I sent to Mr. Kurth does not seem to be sufficient for his concerns.

I'd recommend treating his email below as another comment that will be addressed, in some way, in the FONSI.

Please let me know if you have any questions.

Thanks,
Sydney

From: Ruth Kurtz [mailto:r2kurtz@gmail.com]
Sent: Tuesday, November 27, 2012 4:23 PM
To: Schneir, Sydney (FRA)
Subject: Re: Written Comments on EIS for Proposed All Aboard Florida

Dear Sydney Schneir -- Thank you for your response. We are unclear about the process here. Is this a process of the Federal government or of the private sector? In other words, will the environmental decision document you refer to be prepared by All Aboard Florida or by the Federal Railroad Administration? Which entity will release the decision document to the public? Does the FRA have the responsibility to affect the content of the decision document and to determine whether the final document is acceptable or unacceptable? Also, if the final document does not respond to our specific questions (for example, if it does not indicate whether CityPlace South Tower is one of the two buildings that would be severely affected by train noise and therefore qualify for special noise mitigation), what recourse would we have? Sincerely, Robert Kurtz

On Tue, Nov 27, 2012 at 3:43 PM, <Sydney.Schneir@dot.gov> wrote:

Dear Mr. Kurtz,

Thank you very much for your comment. I have passed your email along to the All Aboard Florida team. Comments to the Environmental Assessment will be catalogued and included in the environmental decision document, that will eventually be released publically. Any concerns that are raised during the public comment period, should be responded to in the decision document.

Thank you again for submitting your comment.

Sincerely,
Sydney Schneir

From: Ruth Kurtz [mailto:r2kurtz@gmail.com]
Sent: Monday, November 26, 2012 10:48 AM
To: Schneir, Sydney (FRA)

Subject: Written Comments on EIS for Proposed All Aboard Florida

Dear Sydney Schneir: Below are the comments on the EIS that I have sent to All Aboard Florida. Do you know the answers to the questions raised in these comments? If so, I would appreciate very much your contacting me. Sincerely. Robert Kurtz

SUBMISSION OF COMMENTS ON THE EIS FOR PROPOSED ALL ABOARD
FLORIDA

November 26, 2012

Federal Railroad Administration
1200 New Jersey Ave., S.E.
Washington, D.C. 20590
Attn: Sydney Schneir

Dear Sydney Schneir:

Operations noise from the passenger trains proposed by All Aboard Florida is of great concern to me and my family. The potential effects of the noise from the trains are likely to be very significant. The operating noise will likely adversely affect our daily lives (what the Environment Impact Statement, EIS, calls the human environment) and also the value of our property. However, determining definitely if this is the case is not possible based on the information in the EIS because the EIS is deficient. That is, even after reading the EIS, I could not begin to determine just how severe the operating noise would be with respect to our apartment, CityPlace South Tower located directly next to the FEC tracks at Okeechobee Blvd.

First, it is not clear from the EIS if our building is one of the two multifamily buildings in Table 3-1.23 categorized as severely impacted. If we are one of the multifamily buildings referred to in Table 3-1.23, a stationary wayside horn would be placed at the crossing next to our building and trains approaching the crossing would not sound their horns. The EIS is deficient because it does not allow us, the public, to determine whether or not we would get a stationary wayside horn at the grade crossing, which is intended to at least partially mitigate operations noise. Please let us know the answer.

Second, some clarification of the EIS is also needed before the public can evaluate the “human environment effects of noise” from the warning horns that are always required when trains approach the West Palm station. Regarding these required warning horns, there is an EIS conclusion that: “There are no noise sensitive parcels within 500 feet of any of the proposed station sites to be impacted by the station noise, including horn soundings.” Does this mean that the train warning horn would only be sounded when the train is within 500 feet of the station? If so, that would imply that the train warning horn would only be sounded well north of Okeechobee Boulevard. Please let us know the answer.

Finally, why should residents of West Palm Beach have to settle for what sound like “second-best” solutions to the issue of train noise (that is, the ones put forth in this EIS.)? It is our understanding that the best solution to horn noise is for West Palm Beach to be designated an official “Quiet Zone,” as has been done along other sections of the FEC

Railway. Also, why isn't the FEC being required to use the latest technology to keep its trains quiet, such as the "vibration reduction technology" which we have seen Dow Solutions advertise on television. We who are already here in West Palm Beach have a lot at stake in whether we get first-best or second-best solutions. And so does the city itself. Horn noise, even stationary wayside horn noise will be a deterrent to future residential growth and that growth is vital to this city. West Palm Beach is only partly formed. It needs to be filled in with more residential growth and the business growth that that will create. We urge that the proposal be revised to give us first-best solutions.

Sincerely

Robert Kurtz
550 Okeechobee Blvd., Apt 823
West Palm Beach, Fl 33401
R2kurtz@gmail.com



November 29, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: Support for the *All Aboard Florida Project*

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than forty years, the Latin Builders Association has embodied the interests of South Florida's vibrant construction industry and led the way in pursuing opportunities for sustainable development. Reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to relieve South Florida's transportation infrastructure, the *All Aboard Florida Project* will also spur economic development within our community and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion, reducing carbon emissions and decreasing Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We at the Latin Builders Association support the *All Aboard Florida Project* and recognize the transformational effect that it will have for our state and region.

Sincerely,
LATIN BUILDERS ASSOCIATION, INC. ®

A handwritten signature in blue ink, appearing to read 'Bernie Navarro', with a long horizontal flourish extending to the right.

Bernie Navarro
President

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Wednesday, October 31, 2012 8:03:27 PM

Sent from All Aboard Florida Comment Form

Name: Marianna Lopez
Address: 1200 Brickell Bay Drive, Apt. 3905
City: Miami
State: Florida
Zip Code: 33131
Email: 1mslopez@gmail.com

Message:

All Aboard Florida will provide additional transportation options and connect the region. It will benefit the environment, create jobs and encourage the use of other forms of transportation. I support the project.

Sent from (ip address): 207.239.163.66 (207.239.163.66)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 5.1) AppleWebKit/537.4 (KHTML, like Gecko) Chrome/22.0.1229.94 Safari/537.4

Peate, Martin

From: All-Aboard-Florida@urs.ursci.com
Sent: Monday, November 12, 2012 1:00 PM
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form

Sent from All Aboard Florida Comment Form

Name: Alexander Martinez
Address: 7841 Coral Blvd
City: Miramar
State: FL
Zip Code: 33023
Email: amart117@fiu.edu

Message:

How will the trains be powered? Are there alternative energy sources that can be less impactful on the environment?

Sent from (ip address): 108.87.190.128
(108-87-190-128.lightspeed.miamfl.sbcglobal.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 6.1; WOW64)
AppleWebKit/537.4 (KHTML, like Gecko) Chrome/22.0.1229.94 Safari/537.4

Peate, Martin

From: All-Aboard-Florida@urs.ursci.com
Sent: Monday, November 12, 2012 7:04 AM
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form

Sent from All Aboard Florida Comment Form

Name: Kerri McNulty
Address: 1965 Ne 176 Street
City: North Miami Beach
State: Florida
Zip Code: 33162
Email: kerri.mcnulty@gmail.com

Message:

All Aboard Florida will provide a, much needed, alternative mode of transportation between South Florida and Orlando. With the current state of gas prices and security screenings at airports, rail service to Orlando will be a convenient and, hopefully, affordable alternative to flying or driving for both the business and leisure traveler. Rail travel is popular, convenient, and affordable in other areas of the country. It is about time that Florida got on board! I support the project.

Sent from (ip address): 98.254.127.159
(c-98-254-127-159.hsd1.fl.comcast.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Macintosh; Intel Mac OS X 10_7_4)
AppleWebKit/536.25 (KHTML, like Gecko) Version/6.0 Safari/536.25



CITY of HOLLYWOOD, FLORIDA

Office of Parking and Intergovernmental Affairs

2600 Hollywood Blvd., West Side Annex • P.O. Box 229045 • Hollywood, Florida 33022-9045
Phone (954) 921-3535 • Fax (954) 921-3538 • www.hollywoodfl.org

November 27, 2012

All Aboard Florida – Stations LLC
All Aboard Florida – Operations LLC
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
Attn: Martin A. Peate, AICP

Dear Mr. Peate,

This letter provides the City of Hollywood's comments on the proposed expansion of passenger service on the Florida East Coast Railway corridor. While the City is generally supportive of the project and the potential benefits of increased transportation options and enhanced economic development, we have concerns with the noise associated with expansion.

Although properties directly adjacent to the rail corridor are commercial in nature, there are hundreds of existing single and multi-family dwellings just east and west of these businesses. In addition, there are two parks/ball fields (Dowdy and Boggs fields) and an elementary school (Beachside Montessori Village) just west of Dixie Highway. An increase in the use of train horns is expected as each train must pass through ten crossings as it travels through approximately 2.5 miles of Hollywood.

While we recognize that the project will have significant regional benefits, we expect significant negative impact as the number of trains increases and the use of train horns is frequent. We ask that noise mitigation, specifically whistle ban improvements, becomes part of the project.

If you have any questions, I can be reached at 954-921-3599 or lm-b@hollywoodfl.org.

Sincerely,

Lorie Merters-Black
Director of Parking & Intergovernmental Affairs

C: Mayor & City Commissioners
City Manager



Our Mission: We are dedicated to providing municipal services for our diverse community in an atmosphere of cooperation, courtesy and respect.
We do this by ensuring all who live, work and play in the City of Hollywood enjoy a high quality of life.

"An Equal Opportunity and Service Provider Agency"

Peate, Martin

From: All-Aboard-Florida@urs.ursci.com
Sent: Monday, November 12, 2012 2:25 PM
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form

Sent from All Aboard Florida Comment Form

Name: Natalie Green Moore
Address: 10130 Northlake Blvd
City: West Palm Beach
State: FL
Zip Code: 33412
Email: neg2030@bellsouth.net

Message:

I am interested in public outreach in support of this needed project.

Sent from (ip address): 208.54.85.190 (mbe5536d0.tmodns.net) Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

October 10, 2012

Mr. Husein Cumber
All Aboard Florida
2855 LeJeune Road
Coral Gables, Florida 33134

Dear Mr. Cumber,

We, the undersigned, represent Florida-based organizations with a common interest in preserving and enhancing Florida's natural environment. Each of us in our own organizations have specific priorities and, as a group, we sometimes come together to support a project or policy when we believe it serves the best interests of our state and the priorities we believe are important to Florida's future. We write this letter to specifically support the initiative by All Aboard Florida to develop a passenger train from Miami to West Palm Beach, given the existing tracks and anticipated economic and environmental benefits; we look forward to future discussion about the second segment from West Palm Beach to Orlando.

We have reviewed and studied your company's plan to build, operate, own and maintain a passenger train to/from Orlando to Miami. You have told us that the train will be powered by clean diesel engines which meet the highest emissions standards set by the United States Environmental Protection Agency and the United States Department of Transportation. Further, most of the route will be along an existing transportation corridor and there will be minimal disruption to undeveloped areas. In addition, the placement of stations and access points in already developed areas of Miami, Fort Lauderdale and West Palm Beach will be an important economic boost for those communities.

Extensive ridership, engineering and environmental studies also show that there are up to three million people annually who would potentially use this new mode of transportation, thereby removing cars from Florida roadways and decreasing environmental impacts from air pollution, stormwater runoff and the use of fossil fuels to power automobiles.

Additionally, costs for Florida taxpayers will be reduced as highway maintenance and construction costs will be lessened due to fewer cars on the roadways. It is our hope that some of these savings might be deployed for uses that benefit Florida's natural resources.

For these reasons, and because we believe that rail travel can be a mode of the future that benefits our state in many ways, we support the plans for All Aboard Florida and look forward to working with you to bring this project to fruition.

Sincerely,

Eric Draper
Executive Director
Audubon Florida



John Adornato
Regional Director
National Parks Conservation Association



Eric Eikenberg
Chief Executive Officer
Everglades Foundation



Charles G. Pattison
Executive Director
1000 Friends of Florida



From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Friday, November 16, 2012 11:19:49 AM

Sent from All Aboard Florida Comment Form

Name: Shannon
Address: 186 Se 12th Terrace
City: Miami
State: FL
Zip Code: 33131
Email: smbeach01@aol.com

Message:

All Aboard Florida will provide a much needed form of transportation in the form of intercity passenger rail. The service will connect the region and be used by many of south Florida's residents and tourists. In this failing economy, it will create jobs and encourage the use of other forms of transportation. I support this project.

Sent from (ip address): 108.223.248.9
(108-223-248-9.lightspeed.miamfl.sbcglobal.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET4.0C; .NET4.0E; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729)

PETER T. PRUITT, JR.

333 SE 2ND AVENUE

SUITE 3600

MIAMI, FL 33131

TEL: +1 305 372 3222

FAX: +1 305 960 1836

PPRUITT@DELOITTE.COM

November 8, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity
Passenger Rail Service Connecting Downtown West Palm
Beach to Downtown Miami with one stop in Downtown Fort
Lauderdale (the "*All Aboard Florida Project*")

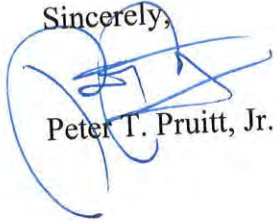
Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project*. Reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida for many years. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

This project will be an environmentally positive project by removing millions of cars from our roads as well as serving as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and trust you see the benefits of the project also.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter T. Pruitt, Jr.", is written over the printed name. The signature is stylized and somewhat illegible due to overlapping lines.

Peter T. Pruitt, Jr.



13002 San Jose Street
Coral Gables, FL 33156
305 447 8697

November 12, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

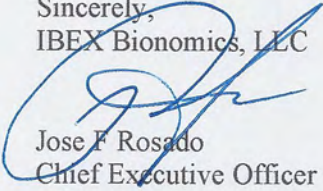
Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,
IBEX Bionomics, LLC



Jose F Rosado
Chief Executive Officer

EJR Healthcare Services, Inc.
P.O. Box 331063 * Miami * Florida 33233
305-781-4747 * rostarpon@aol.com
November 26, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. [We][I] support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



Edward J. Rosasco
President

November 19, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting
Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "All Aboard Florida Project")

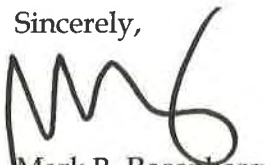
Dear Mr. Peate:

FIU supports the *All Aboard Florida Project*. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. Our faculty and staff will utilize this transportation to deepen ongoing partnerships with the University of Central Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

The *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



Mark B. Rosenberg
President

cc: Jack Lowell, Flagler Real Estate Services, LLC



FAROVI SHIPPING CORPORATION

STEAMSHIP AGENTS & BROKERS, MIAMI - PORT EVERGLADES, FLA.
125 N.E. 9th STREET, MIAMI, FLA. 33132 P.O. BOX 011254, MIAMI, FLA. 33101
E-MAIL: farovi@farovi.com - TEL.: 305-373-4765 FAX: 305-374-7231

November 20, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida with the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Jorge P. Roviroso
Executive Vice President

JP/emp

Peate, Martin

From: All-Aboard-Florida@urs.ursci.com
Sent: Monday, November 12, 2012 9:08 AM
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form

Sent from All Aboard Florida Comment Form

Name: Cameron Sisser
Address: 2000 South Bayshore Drive
City: Miami
State: FL
Zip Code: 33133
Email: csisserinc@aol.com

Message:

All Aboard Florida will be a welcome addition for South Florida.

Adding an alternate mode of transportation in the form of intercity passenger rail will help alleviate congestion, enhance the downtown's, especially Miami, and create jobs. This service can't happen soon enough.

Sent from (ip address): 63.139.138.218 (mail.miamilighthouse.org) Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>

Using (user agent): Mozilla/5.0 (Windows NT 6.1; rv:16.0)
Gecko/20100101 Firefox/16.0

November 21, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

On behalf of the Broward Metropolitan Planning Organization and our 37-Member Board of Directors, this letter is being sent in recognition of our support for the *All Aboard Florida Project*. This project will bring an alternative form of transportation that will benefit the residents and businesses in Southeast Florida and the rest of the State. Our Organization, along with our counterparts in Miami-Dade and Palm Beach, has been encouraging the reestablishment of passenger service along Florida's east coast corridor for approximately two decades. When the *All Aboard Florida Project* starts, it will satisfy the need to enhance our transportation system by operating a fast, dependable and efficient intercity passenger rail service that will benefit Southeast Florida and the entire state by improving mobility and developing connectivity options.

We have significant congestion problems in Southeastern Florida that can only be solved by providing an enriched transit service, which *All Aboard Florida Project* offers. The project will greatly improve our livability and mobility, spur economic development and create jobs. There are also environmental benefits from the *All Aboard Florida Project* by removing up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions. The system will also serve as a link to existing transportation systems (Metro-Rail, Metro-Mover, the Wave Streetcar, Broward County Transit, Miami Dade Transit, Palm-Tran and Tri-Rail) in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,


Gregory Stuart, AICP
Executive Director

cc: Board of Directors

Chair

Richard Blattner
Vice Chair
Bryan Caletka

Members/ Alternates

Mark Brown
George Brummer
Anne Castro
Joy Cooper
Harry Dressler
Freddy Fisikelli
Gary Frankel
Toby Feuer
Javier Garcia
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Tom Green
Douglas Hodgson
Dale V. C. Holness
Ron Jacobs
Kristin D. Jacobs
Sandy Johnson
Eric H. Jones, Jr
Richard J. Kaplan
Chip LaMarca
Shari L. McCartney
Ashira A. Mohammed
Peggy Noland
Frank Ortis
Bruce G. Roberts
Romney Rogers
David Rosenof
Troy Samuels
Barbara Sharief
John Sims
Lawrence A. Sofield
Joseph Varsallone
Larry Vignola
Benjamin J. Williams
Levoyd Williams

Executive Director

Gregory Stuart
General Counsel
Alan Gabriel

November 21, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

RE: All Aboard Florida Project

Dear Mr. Peate:

I am writing this letter in support of the *All Aboard Florida Project* that will bring an alternative mode of transportation to the State of Florida by improving mobility; developing connectivity options; and enhancing the transportation system in South Florida from West Palm Beach to Downtown Miami. The *All Aboard Florida Project* also has numerous environmental benefits including fewer cars on Florida's roadways; less traffic congestion; and a reduction of carbon emissions.

In addition to providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will create jobs and stimulate economic growth at the local and State levels. By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of this passenger rail system will extend far beyond just being an alternative mode of transportation.

I support the *All Aboard Florida Project* because I recognize the transformational effect it will have for the State of Florida, South Florida, and, in particular, Greater Miami.

Sincerely,



William D. Talbert, III, CDME
President & CEO



3170 North Federal Highway
Suite 106
Lighthouse Point, FL 33064

954-783-9504
866-913-5370 Facsimile
seffloridacaribbean@uli.org
www.sefflorida.uli.org

ULI—the Urban Land Institute
1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

ULI Southeast Florida/Caribbean

November 26, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Peate:

The Urban Land Institute has long been a vocal and proactive supporter of improved transit service, as well as transit-oriented development here in Southeast Florida. This letter is sent in support of reintroducing transit on the FEC lines throughout Miami-Dade, Broward and Palm Beach Counties, as proposed by the All Aboard Florida plan. Typical commute times for South Florida residents continue to be significantly above the national averages, and over the past several years existing ridership increases for current transit service certainly reflect both consumer frustration with crowded roadways and need for more transit service.

Important factors such as enhanced livability and mobility for the region are critical factors to attracting more economic development and jobs to this region, which will see more than 2 million new residents over the next twenty years. Current roadways cannot handle such an increase of population and mobility tied only to automobiles, and transit will be an affordable, viable option. Transit will also assist in lowering pollution levels and lead to improved air quality.

Reintroducing passenger service on the FEC has been studied for many years, and now it is time to make it a reality. Such economic investment in today's marketplace is certainly a welcome sign for our region and our state.

If you need additional information or have other questions, please do not hesitate to contact me.

Sincerely,

Carla Coleman
Executive Director

November 13, 2012

Trivest Partners

550 South Dixie Highway
Suite 300
Coral Gables, Florida 33146

Tel 305-858-2200
Fax 305-285-0102
www.trivest.com

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

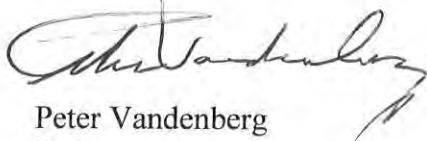
Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



Peter Vandenberg
Partner



Ethics and Leadership Are the Keys to Success

November 19, 2012

Dr. J. Antonio Villamil
Dean
Research Professor of Economics

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

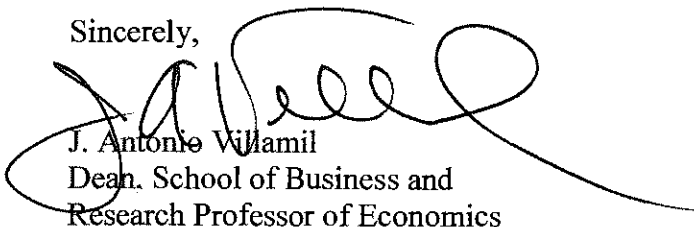
Dear Mr. Peate:

I am writing this letter on a personal basis in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. [We][I] support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



J. Antonio Villamil
Dean, School of Business and
Research Professor of Economics

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Thursday, November 01, 2012 1:38:57 PM

Sent from All Aboard Florida Comment Form

Name: Zach Vogelsang
Address: 4008 Madison St
City: Hollywood
State: Florida
Zip Code: 33021
Email: zvogels1@gmail.com

Message:

I think the restoration of a dual track railroad is a great idea. It will help relieve some of the traffic so many of us experience in those areas. Plus the project will create a number of desperately needed jobs for the South Florida area. This project has my two thumbs up!

Sent from (ip address): 172.1.176.22
(172-1-176-22.lightspeed.miamfl.sbcglobal.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Macintosh; Intel Mac OS X 10.6; rv:13.0) Gecko/20100101 Firefox/13.0

From: [N S JR WEAVER](#)
To: [Peate, Martin](#)
Subject: All Aboard Florida
Date: Tuesday, November 27, 2012 11:39:21 PM

3119 Oakland Shores Drive, C-112
Fort Lauderdale, Florida, 33309-7514

November 28, 2012

Mr. martin Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, Florida, 33607-1462

Dear Sir,

My friend Seth Bramson has advised me of his full support for All Aboard Florida. I fully agree with his position on this very needed project.

Corridor type rail services have been very successful throughout the United States from Maine to the Northeast Corridor to North Carolina, Illinois, California and elsewhere as well. We need to add Florida to this successful run and I truly believe that All Aboard Florida will help accomplish that. I wish all concerned all the best in this very worthy project, we need it the sooner the better.

Regards,

Noel Weaver
Retired railroader 41 years



305 south andrews ave. suite 301
fort lauderdale, fl 33301

T 954.463.6574

F 954.463.8412

www.ddaftl.org

November 8, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

The Fort Lauderdale Downtown Development Authority (DDA) strongly supports the *All Aboard Florida Project*. The downtown residents, workers, and visitors have long called for reestablishing passenger service along Florida's east coast corridor. The *All Aboard Florida Project* will complement the planned downtown streetcar known as the Wave Streetcar, by adding a seamless transportation experience for those traveling to Downtown Fort Lauderdale. This system will greatly benefit our region and the entire state by improving mobility and connectivity.

In addition to enhancing the livability and mobility of the region, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. We support the *All Aboard Florida Project* and hope that you recognize the profound transformational effect that it will have for our state and region.

Sincerely,

Chris Wren
Executive Director

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, November 26, 2012 11:10:15 PM

Sent from All Aboard Florida Comment Form

Name: Barry Yablen
Address: 1331 Brick Ell Bay Drive
City: Miami
State: Miami
Zip Code: 33131
Email: barry@yablenlaw.com

Message:
I support this project

It would be great

I hope it becomes a reality

Sent from (ip address): 166.147.121.155
(alpmssprvz2ts113-dmz.mycingular.net)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (iPhone; CPU iPhone OS 6_0 like Mac OS X) AppleWebKit/536.26 (KHTML, like Gecko) Version/6.0 Mobile/10A403 Safari/8536.25

EXHIBIT 4
PUBLIC COMMENTS
PART 3: COPIES OF COMMENTS FROM ELECTED OFFICIALS



November 28, 2012

STEVEN L. ABRAMS
Commissioner, District 4

All Aboard Florida
c/o URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33606-1462

Attn: Martine Peate

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

I am writing to express my personal support of the *All Aboard Florida Project*. The *All Aboard Florida Project* will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven L. Abrams", with a long horizontal flourish extending to the right.

Steven L. Abrams, Chairman
Commissioner, District 4

■

Palm Beach County
Board of County Commissioners
Governmental Center, 12th Floor
301 North Olive Avenue
West Palm Beach, FL 33401
(561) 355-2204
Fax: (561) 355-4422

E-mail: sabrams@pbcgov.org

Website: www.pbcgov.com/countycommissioners/district4

Southeast County Complex
345 S. Congress Avenue, Room 112
Delray Beach, FL 33445
(561) 276-1220
Fax: (561) 276-1297

www.pbcgov.com

"An Equal Opportunity
Affirmative Action Employer"

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, December 03, 2012 3:16:50 PM

Sent from All Aboard Florida Comment Form

Name: Congresswoman Corrine Brown
Address: 2336 Rayburn House Office Building
City: Washington
State: District Of Columbia
Zip Code: 20515
Email: nick.martinelli@mail.house.gov

Message:

I am writing to express my strongest support for Florida East Coast Railway's All Aboard Florida initiative and an expedited environmental assessment that will allow this project to swiftly move to completion.

The All Aboard Florida project matches well with President Obama's "We Can't Wait" initiative, which aims to accelerate delivery for projects that can create jobs and facilitate economic recovery. I am convinced that by having the appropriate agencies working together we can expedite the permitting process for critical infrastructure projects like All Aboard Florida without jeopardizing community involvement or the environment.

This project serves as a perfect example of how the private market has come to recognize the public's desire for transportation options as our roads become more and more crowded in all of our nation's metropolitan areas. This environmentally responsible option will bring more jobs and get commuters and tourists moving faster than they would be able to travel on any highway. Furthermore, these new lines will work hand-in hand with Sunrail to enhance the multimodal system that is expanding throughout the state.

I will continue to work with the Florida East Coast Railway, the Federal Railroad Administration (FRA), and the Department of Transportation to secure the funding and necessary permits to make this project a success.

Hon. Corrine Brown FL-05

Member of COngress

Sent from (ip address): 143.231.249.138 (b249-138.house.gov)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/5.0 (Windows NT 6.1; WOW64)
AppleWebKit/537.11 (KHTML, like Gecko) Chrome/23.0.1271.95
Safari/537.11

From: All-Aboard-Florida@urs.ursci.com
To: [Peate, Martin](mailto:Peate_Martin); mmmiguez@feci.com; john.flint@allaboardflorida.com; colin.henderson@tylin.com; [Crowell, Mark](mailto:Crowell_Mark); ali.soule@allaboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Tuesday, November 27, 2012 12:58:29 PM

Sent from All Aboard Florida Comment Form

Name: Broward County Commissioner Sue Gunzburger, District 6
Address: 115 S. Andrews Avenue/Suite 437c
City: Fort Lauderdale
State: Florida
Zip Code: 33301
Email: sgunzburger@broward.org

Message:

The Environmental Assessment and Section 4(F) Evaluation for the All Aboard Florida Passenger Rail Project, West Palm Beach to Miami, Florida, clearly states the positive environmental and economic impacts and offsets for the Southeast Florida Region. However, the document's scope is limited to those impacts and offsets and does not encompass a very significant health and safety issue of mine.

Specifically, I am very concerned the increased train traffic resulting from the addition of up to 16 to 19 roundtrip passenger rail trains per day will impede my constituents' abilities to access emergency medical care. With only at-grade crossings throughout Southeast Broward County, the frequency of those crossings being closed to vehicles at peak hours for train traffic will surely delay timely access to trauma and emergency hospital care. This is especially so for the large population residing east of the FEC Corridor and having to travel west to reach hospitals such as Hollywood Memorial, etc.

Accordingly, while I can favorably comment on the Environmental Assessment and Section 4(F) Evaluation of the All Aboard Florida Passenger Rail Project, I cannot give my unequivocal support for this venture until such time as my health and safety issues are directly addressed and resolved, and/or mitigated.

Sent from (ip address): 205.166.161.61 (bcgeneral.broward.org)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; .NET4.0C; InfoPath.3; MS-RTC LM 8)



Bruno A. Barreiro
Miami-Dade County Commissioner

November 27, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting
Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Miami-Dade County. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

The *All Aboard Florida Project* will spur economic development within local communities and the State by creating jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new state passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in blue ink that reads "Bruno Barreiro".

Bruno A. Barreiro
Miami-Dade County Commissioner
District 5

Bab/ma



Lynda Bell

COUNTY COMMISSIONER
DISTRICT 8

November 5, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

The purpose of this letter is to extend my support of the *All Aboard Florida Project* that promises to bring an alternative transportation mode to the residents of South Florida. For more than two decades, re-establishing passenger service along Florida's east coast corridor has been a top priority of the residents and small business owners within the State. With the *All Aboard Florida Project*, South Florida will be able to enhance its transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State to create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, alleviating traffic congestion and reducing overall carbon emissions. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies, and respecting the environment, the benefits of this new, regional passenger rail system will surpass its intended goals. For these reasons, I am delighted to support the *All Aboard Florida Project* and hope that you recognize the beneficial effects that it will have for our state and the region.

Sincerely,

Lynda Bell

Lynda Bell
County Commissioner

City of Miami



JOHNNY MARTINEZ, P.E.
City Manager

December 3rd, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: City of Miami Letter of Support for *All Aboard Florida Project*

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a needed interregional transportation mode to the City of Miami. The City of Miami welcomes the development of a system that expands mobility options between South and Central Florida.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. The City of Miami recognizes the transformational potential the *All Aboard Florida Project* may have on the region and supports the project. We look forward to, and reserve the right to comment on the project as a whole or in part during review of subsequent documents as they are released.

Thank you in advance for your consideration of this request. Should you have any questions, please contact me at 305-250-5400.

Sincerely,

Alice N. Bravo, P.E.
Assistant City Manager – Chief of Infrastructure

cc: The Honorable Tomas P. Regalado, Mayor
Johnny Martinez, P.E., City Manager
Carlos Cruz-Casas, P.E., Assistant Transportation Coordinator



ANNE M. GANNON

CONSTITUTIONAL TAX COLLECTOR

Serving Palm Beach County

Governmental Center • 301 N. Olive Avenue, 3rd Floor • West Palm Beach, FL 33401
Mailing Address • Post Office Box 3715 • West Palm Beach, FL 33402-3715
www.taxcollectorpbc.com • Tel (561) 355-2264 • Fax (561) 355-4123

Downtown Service Center

301 North Olive Avenue
West Palm Beach

Glades Service Center

2976 State Road 15
Belle Glade

North County Service Center

3188 PGA Boulevard
Palm Beach Gardens

Lake Worth Service Center

3551 South Military Trail
Lake Worth

South County Service Center

501 South Congress Avenue
Delray Beach

Royal Palm Beach Service Center

200 Civic Center Way
Royal Palm Beach

November 28, 2012

All Aboard Florida
c/o URS Corporation
Attention: Martin A. Peate
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity
Passenger Rail Service Connecting Downtown West Palm Beach
to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "All Aboard Florida Project")

Dear Mr. Peate:

I am writing this letter in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. This project will offer an additional transportation mode for employees of businesses located within this corridor. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance its transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion, reducing carbon emissions and Florida's overall carbon footprint. This project would also help decrease our reliance on foreign oil. Additionally, the system will serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I wholeheartedly support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in cursive script that reads "Anne M. Gannon". The signature is written in dark ink and is positioned above the printed name and title.

Anne M. Gannon
Constitutional Tax Collector of Palm
Beach County

/mv

cc: Heather L. Turnbull, Esq.
The Rubin Group,



The Florida Senate
State Senator René García

Please reply to:

District Office:

3814 West 12 Avenue
38th District
Hialeah, FL 33012
Phone# (305) 364-3100

November 14, 2012

Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462


Dear Mr. Peate,

I write this letter to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our state.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the project will also spur economic development and create jobs. By offering this additional transportation option, up to one million cars can be removed from Florida's roadways annually. *All Aboard Florida* will encourage the use of public transit and promote sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,


René García
State Senator
District 38

Chair: Healthcare Regulation
Committees: Agriculture, Budget Subcommittee on Health & Human Services Appropriations, Governmental Oversight & Accountability, Reapportionment and Transportation



OFFICE OF THE MAYOR MIAMI-DADE COUNTY, FLORIDA

CARLOS A. GIMENEZ
MAYOR

November 16, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with One Stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Carlos A. Gimenez".

Carlos A. Gimenez
Mayor



FLORIDA HOUSE OF REPRESENTATIVES
EDUARDO "EDDY" GONZÁLEZ

DISTRICT OFFICE
10001 NW 87th Avenue
Hialeah Gardens, Florida 33016
(305) 364-3066 - Telephone
(305) 364-3055 - Facsimile

REPRESENTATIVE, DISTRICT 111

CAPITOL OFFICE
209 House Office Building
402 South Monroe Street
Tallahassee, Florida 32399
(850) 488-1683

eddygonzalez@myfloridahouse.gov

November 28, 2012

Mr. Martin Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL. 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate,

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.



FLORIDA HOUSE OF REPRESENTATIVES
EDUARDO "EDDY" GONZÁLEZ

DISTRICT OFFICE
10001 NW 87th Avenue
Hialeah Gardens, Florida 33016
(305) 364-3066 - Telephone
(305) 364-3055 - Facsimile

REPRESENTATIVE, DISTRICT 111

CAPITOL OFFICE
209 House Office Building
402 South Monroe Street
Tallahassee, Florida 32399
(850) 488-1683

eddygonzalez@myfloridahouse.gov

November 28, 2012

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eduardo Gonzalez".

Eduardo Gonzalez
Representative-District 111

City of Miami, Florida



WIFREDO (WILLY) GORT
COMMISSIONER - DISTRICT 1

CITY HALL
3500 PAN AMERICAN DRIVE
MIAMI, FLORIDA 33133
(305) 250-5430
FAX (305) 250-5456

November 2, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting
Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "*All Aboard Florida Project*")

Dear Mr. Peate:

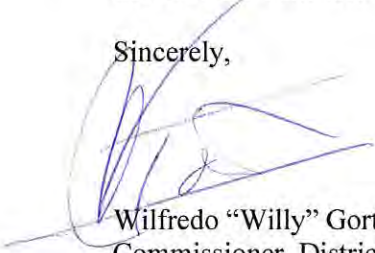
This letter is sent to you in support of the All Aboard Florida Project, *which* will offer an additional transportation mode to the State of Florida. The All Aboard Florida Project will provide South Florida the ability to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options with all of our transportation modes.

The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs.

There are also many environmental benefits from the *All Aboard Florida Project*. It is my understanding this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. By creating jobs, stimulating local economies, and providing and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,



Wilfredo "Willy" Gort
Commissioner, District 1
City of Miami

cc: Ali Soule, All Aboard Florida



BERTHA W. HENRY, County Administrator
115 S. Andrews Avenue, Room 409 • Fort Lauderdale, Florida 33301 • 954-357-7362 • FAX 954-357-7360

November 30, 2012

Mr. Rafael Rodon
Executive Vice President
Florida East Coast Industries, Inc.
2855 LeJeune Road, 4th Floor
Coral Gables, FL 33134

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Rodon and Mr. Peate:

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida" Project)

Broward County is aware that the Environmental Assessment for the "All Aboard Florida" project has been released and we are pleased that no significant impacts to the environment were identified. We reiterate our support for the *All Aboard Florida* project that is anticipated to bring a much-needed alternative transportation mode to the State of Florida.

The Florida Department of Transportation, South Florida Regional Transportation Authority and Broward's Metropolitan Planning Agency (MPO) have unveiled their proposed alignment for the Central Broward East-West project, and the two projects have tremendous synergy.

There is clearly excitement in the southeast region about the prospect of serving commuters, in and around its downtown cores. By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. Broward County supports the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Bertha Henry
County Administrator

cc: Chris Walton, Director, Broward Transportation Department



Board of County Commissioners
MIAMI-DADE COUNTY – FLORIDA

STEPHEN P. CLARK CENTER
111 N. W. FIRST STREET, SUITE 220
MIAMI, FLORIDA 33128-1963
(305) 375-5128

SALLY A. HEYMAN
COMMISSIONER

November 27, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida and especially the high density areas of Southeast Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and the South Florida region.

Sincerely,


Sally A. Heyman
Commissioner, District 4



DALE V.C. HOLNESS, Commissioner, District 9
Board of Broward County Commissioners
115 S. Andrews Ave, Room 421 Fort Lauderdale, Florida 33301
Tel: 954-357-7009 Fax 954-357-5707

November 1st, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462



Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida and the southeast region. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida, like the future Wave Streetcar project in downtown Fort Lauderdale and the Broward County Transit system, and offer a more seamless mode of travel for the public, thereby encouraging the use of mass transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for the great state of Florida and the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Dale V.C. Holness".

The Honorable Dale V.C. Holness
Broward County Commissioner, District 9



CHIP LAMARCA, Commissioner, District 4

Board of County Commissioners
115 S. Andrews Avenue, Room 412 • Fort Lauderdale, Florida 33301
954-357-7004 • FAX 954-457-7798
clamarca@broward.org

November 26, 2012

All Aboard Florida
c/o URS Corporation
Attn: Martin A. Peate
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Peate;

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Chip LaMarca", written over a vertical line.

Chip LaMarca
Commissioner – District 4

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Holness • Kristin Jacobs • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler



JEAN MONESTIME
COMMISSIONER

Board of County Commissioners

MIAMI-DADE COUNTY - FLORIDA

DISTRICT 2

☐ DOWNTOWN OFFICE
111 N.W. FIRST STREET, SUITE 220
MIAMI, FLORIDA 33128
(305) 375-4833
FAX: (305) 375-4843

☐ DISTRICT OFFICE
900 N.E. 125 STREET, SUITE 200
MIAMI, FLORIDA 33161
(305) 694-2779
FAX: (305) 694-2781

November 8, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting
Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale
(the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Jean Monestime".

Jean Monestime
Commissioner, Miami-Dade County
District 2



Stacy Ritter

Commissioner – District 3

954-357-7003

FAX 954-357-7319

e-mail: sritter@broward.org

To whom it may concern:

I am writing in support of All Aboard Florida. As a Broward County Commissioner, and having served as Broward County Mayor, I have addressed issues of transportation and have seen the challenge of efficient transportation. When we increase efficiency, the entire community benefits. The residents of Broward business and tourism all directly benefit when people can move to anywhere they need to be.

I have seen high speed rail initiatives several times in my 16 years in public office. I believe this effort has the best chance for long term success. The challenges in transportation with street traffic, airport and seaport are traditionally very costly to any local government. The task of running a rail service through multiple counties is magnified and complex, with each local government having a priority to their home community. The All Aboard Florida initiative is promising as a privately run initiative. The public will receive benefits simultaneously. Taking cars off the road both reduces traffic for those who require an automobile and also reduces carbon emissions directly benefiting all who live in South Florida.

Finally, this initiative will create new jobs. For some, this will be the most critical portion of the initiative. I work every day to create new jobs in Broward and I will always support their creation. They are critical to our community.

I look forward to the development and success of All Aboard Florida. I support the efficiency in transportation, the creation of new jobs and the overall impact to Broward County.

Sincerely,

A handwritten signature in black ink that reads "Stacy Ritter".

Stacy J. Ritter
Broward County Commissioner
Commission District 3

DAVID RIVERA
25TH DISTRICT, FLORIDA

COMMITTEE ON
FOREIGN AFFAIRS

COMMITTEE ON
NATURAL RESOURCES



Congress of the United States
House of Representatives
Washington, DC 20515-0925

417 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-2778
FAX: (202) 226-0346

DISTRICT OFFICES:

12851 SW 42ND STREET
SUITE 131
MIAMI, FL 33175
PHONE: (305) 222-0160
FAX: (305) 228-9397

4715 GOLDEN GATE PARKWAY
SUITE 1
NAPLES, FL 34116
PHONE: (239) 348-1620
FAX: (239) 348-3569

<http://rivera.house.gov>

December 3, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Dear Mr. Peate:

I would like to commend you for your tireless work and leadership on the *All Aboard Florida Project* and offer my full support for this vital, job-creating project. The *All Aboard Florida Project* will provide South Florida the ability to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options with all of our transportation modes.

The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs.

There are also many environmental benefits from the *All Aboard Florida Project*. It is my understanding this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. By creating jobs, stimulating local economies, and providing and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points.

The *All Aboard Florida Project* has the potential to have a transformational effect for our state and region. Please keep me updated on your progress on this project and if I can ever be of assistance in advancing our mutual goals.

Sincerely,

David Rivera

cc: Ali Soule, All Aboard Florida



TIM RYAN, Commissioner District 7

Board of County Commissioners
115 S. Andrews Avenue + Fort Lauderdale, Florida 33301
(954) 357-7007

November 29, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")


Dear Mr. Peate:

I am writing to express my support for the concept of a passenger rail line connecting Miami and Orlando, with a station in Broward County, like the one being proposed with the *All Aboard Florida Project*. Florida community leaders, elected officials, business owners and residents have made it clear that passenger rail connecting South Florida to the rest of the State is a top priority. Doing so would not only offer commuters with a much-needed alternative to car travel in densely populated Southeast Florida, but would also enable international visitors to travel quickly and conveniently between two of our state's most popular tourist destinations.

The implementation of fast, dependable and efficient intercity passenger rail service in our region will expand mobility for our visitors, and will enhance the quality of life for our residents by reducing congestion on our roadways. In addition, such service would create jobs and spur economic development within local communities and across the state. Finally, intercity rail service would connect existing transit systems in Southeast Florida, which would encourage greater use of public transit, and lead to reduced automobile traffic and decreased carbon emissions.

For these reasons, I am pleased to support the concept of intercity passenger rail service between Miami and Orlando, like that being proposed by the *All Aboard Florida Project*. Thank you for your consideration of my comments on this issue. I welcome any questions or comments you may have.

Sincerely,



Timothy M. Ryan
County Commissioner
District 7

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Heiness • Kristin Jacobs • Martin David Kerr • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
broward.org



CITY OF
FORT LAUDERDALE
FLORIDA

Venice of America

John P. "Jack" Seiler
MAYOR

100 NORTH ANDREWS AVENUE • 33301
(954) 828-5003
(954) 828-5667 FAX
jack.seiler@fortlauderdale.gov
www.fortlauderdale.gov

November 27, 2012

All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
Attn: Martin A. Peate

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

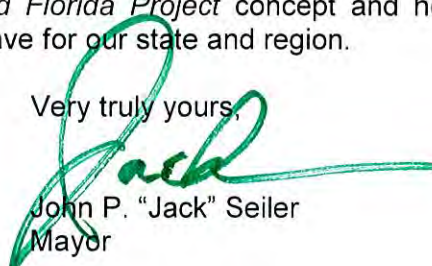
Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. The City of Fort Lauderdale is in support of the *All Aboard Florida Project* concept and hope that you recognize the transformational effect that it will have for our state and region.

Very truly yours,



John P. "Jack" Seiler
Mayor





Barbara Sharief, M.S.N., A.R.N.P.
Commissioner, District 8
Email: bsharief@broward.org

November 26, 2012

All Aboard Florida
c/o URS Corporation
Attn: Martin A. Peate
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All aboard Florida Project")

Dear Mr. Peate:

Please allow this letter to serve as an official statement of support for the All Aboard Florida Passenger Rail Project. This long awaited alternative to the existing methods of transportation will have a tremendous positive impact not only South Florida, but to the entire State of Florida.

The value and job opportunities this passenger rail brings in connecting residents and the business communities of Dade, Broward and Palm Beach are endless. Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the All Aboard Florida Project, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

All Aboard Florida will unclog overpopulated roadways and save thousands of lives every year and have a positive impact on the environment by reducing carbon monoxide emission. This project will also interface with existing transportation systems in South Florida and bring to life what has been a dream for so many years of reliable public transportation in the overly congested South Florida communities.

Sincerely,

A handwritten signature in black ink, appearing to read "BSharief", is written over a light blue circular watermark.

Barbara Sharief, MSN, ARNP
Vice-Mayor
Broward County Board of County Commissioners

Board of County Commissioners



Rebeca Sosa
COMMISSIONER
DISTRICT 6

November 15, 2012

Mr. Martin A. Peate
All Aboard Florida c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "All Aboard Florida Project")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Rebeca Sosa
County Commissioner, District 6

cc: Ali Soule, All Aboard Florida

City of Miami, Florida

FRANCIS SUAREZ
COMMISSIONER, DISTRICT 4
CHAIRMAN



CITY HALL
3500 PAN AMERICAN DRIVE
MIAMI, FLORIDA 33133
305 250-5420
FAX 305 856-5230

November 16, 2012

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service
Connecting Downtown West Palm Beach to Downtown Miami with one stop in
Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

To whom it may concern:

I write this letter to express my support for the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, re-establishing passenger rail service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need for enhanced regional transportation options through the implementation of a fast, dependable, and efficient intercity passenger rail service.

In addition to enhancing the livability and mobility of the region, the *All Aboard Florida Project* will help ameliorate traffic congestion, spur economic development, and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies, and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink, appearing to read "Francis Suarez", written over a horizontal line.

Francis Suarez
Chairman
City of Miami Commission

Priscilla A. Taylor

County Commissioner, District 7
Board of County Commissioners



All Aboard Florida
c/o URS Corporation
Attn: Martin A. Peate
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Passenger Rail Service Connecting Miami to Downtown West Palm Beach with one stop in Ft. Lauderdale

Dear Martin Peate:

Please allow this letter to serve as an endorsement of the All Aboard Florida passenger rail project connecting downtown Miami to downtown West Palm Beach. South Florida has much needed this alternative mode of transportation along the east coast corridor connecting the tri-county downtown areas. The residents and business will prosper from this alternative transportation; it will alleviate much of the overly congested traffic ways and decrease carbon emissions.

The All Aboard Florida Project will also create hundreds or thousands of jobs in the short and long term and allow persons searching for jobs to expand the scope of the search to areas they will now more easily be afforded the opportunity to travel in a convenient, cost effective and safe manner.

Sincerely,

A handwritten signature in black ink that reads "Priscilla A. Taylor". The signature is written in a cursive style.

Priscilla A. Taylor
County Commissioner, District VII
Palm Beach County Board of County Commissioners

"An Equal Opportunity Affirmative Action Employer"

301 N. Olive Avenue West Palm Beach, Florida 33401 (561) 355-2207 Fax: (561) 355-6332
345 S. Congress Avenue Delray Beach, Florida 33445 (561) 276-1350 Fax: (561) 276-1380



P.O. Box 1989
West Palm Beach, FL 33402-1989
(561) 355-2001
FAX: (561) 355-3990
www.pbcgov.com

**Palm Beach County
Board of County
Commissioners**

Steven L. Abrams, Chairman
Priscilla Taylor, Vice Chair
Hal R. Valeche
Paulette Burdick
Shelley Vana
Mary Lou Berger
Jess R. Santamaria

County Administrator

Robert Weisman

November 26, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Hal R. Valeche
County Commissioner
District One

"An Equal Opportunity
Affirmative Action Employer"



12/3/2012

All Aboard Florida
c/o URS Corporation
Attn: Martin A. Peate
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Mr. Peate,

This letter expresses my support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. Keep in mind that my position does not reflect the position of any other Commissioner or the Board of County Commissioners. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system can also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system can extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

Shelley Vana
Palm Beach County Commissioner

SHELLEY VANA
Commissioner, District III



Palm Beach County
Board of County Commissioners
Governmental Center, 12th Floor
301 North Olive Avenue
West Palm Beach, FL 33401
(561) 355-2203
Fax: (561) 355-6344

svana@pbcgov.org

www.pbcgov.com

"An Equal Opportunity
Affirmative Action Employer"



Commissioner Lois Wexler

115 S. Andrews Avenue • Room 437B • Fort Lauderdale, Florida 33301 • 954-357-7005 • FAX 954-357-7044

November 29, 2012

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

To Whom It May Concern:

Please accept this letter in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Sincerely,

A handwritten signature in black ink that reads "Lois Wexler".

Lois Wexler

Broward County Board of County Commissioners
District 5



Juan C. Zapata
MIAMI-DADE COUNTY COMMISSIONER
DISTRICT 11

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: All Aboard Florida Passenger Rail Project for Intercity Passenger Rail Service Connecting Downtown West Palm Beach to Downtown Miami with one stop in Downtown Fort Lauderdale (the "*All Aboard Florida Project*")

Dear Martin:

This letter is sent to you in support of the *All Aboard Florida Project* that will bring a much-needed alternative transportation mode to the State of Florida. For more than two decades, reestablishing passenger service along Florida's east coast corridor has been a top priority of the residents and business owners in Florida. With the *All Aboard Florida Project*, South Florida will be able to satisfy the need to enhance the transportation system through the implementation of a fast, dependable and efficient intercity passenger rail service that will benefit our region and the entire state by improving mobility and developing connectivity options.

In addition to enhancing the livability and mobility of the region by providing a transit solution to South Florida's overwhelming traffic problems, the *All Aboard Florida Project* will also spur economic development within local communities and the State and create jobs. There are also many environmental benefits from the *All Aboard Florida Project*. Offering this additional transportation option could remove up to one million cars from Florida's roadways annually, mitigating traffic congestion and reducing carbon emissions and Florida's overall carbon footprint. The system will also serve as a link to existing transportation systems in Southeast Florida and offer a more seamless mode of travel for the public, thereby encouraging the use of transit and promoting sustainability.

By creating jobs, stimulating local economies and reducing carbon emissions, the benefits of a new regional passenger rail system will extend beyond the rail's destination points. I support the *All Aboard Florida Project* and hope that you recognize the transformational effect that it will have for our state and region.

Warm Regards,

A handwritten signature in blue ink, appearing to read "Juan C. Zapata", is written over a faint, larger version of the same signature.

Juan C. Zapata
County Commissioner, District 11

EXHIBIT 4
PUBLIC COMMENTS
PART 4: COPIES OF COMMENTS FROM AGENCIES

From: All-Aboard-Florida@urs.ursci.com
To: Peate, Martin; mmmiguez@feci.com; john.flint@allboardflorida.com; colin.henderson@tylin.com; Crowell, Mark; ali.soule@allboardflorida.com
Subject: All Aboard Florida Comment Form
Date: Monday, December 03, 2012 12:33:54 PM

Sent from All Aboard Florida Comment Form

Name: Keith Melton
Address: Fta, 230 Peachtree St., Ste. 800
City: Atlanta
State: Ga
Zip Code: 30002
Email: keith.melton@dot.gov

Message:
Comments to Federal Railway Administration – “All Aboard Florida”
(AAF)Environmental Assessment

Submitted by the Federal Transit Administration – Region IV to FRA

December 3, 2012

As an FTA Regional Office, we offer the following comments to the EA and suggest some discussion of the following may be in order in the EA and between FRA and FTA.

Commuter Rail – SFRTA and FTA's Role

As you know, the South Florida Regional Transportation Authority (SFRTA) operates Tri Rail Commuter Rail service on a CSX rail track west of the AAF target area. SFRTA and Tri Rail serve the Miami International Airport (three S. Florida counties within the Miami UZA and cities with daily commuter service). SFRTA is an FTA grantee and we understand SFRTA is desirous of discussing “a possible cross-over” to the Florida East Coast (FEC) track to provide some commuter rail service on FEC tracks. Tri Rail moves about 14,000 riders per day. While the characteristics of the trips may be different, a significant public investment in Tri Rail may be impacted by the AAF project in S. Florida.

When the SFRTA began its service, the FEC tracks through S. Florida downtowns were not available to SFRTA. FTA would like to note SFRTA's desire to make sure the possible AAF service is a) coordinated with Tri Rail service on the FEC line' and b) would like to suggest this coordination attempt to ensure that the AAF service not compete with or degrade the existing Tri Rail service within the Miami UZA; and c) that AAF work with Tri Rail and others on stations area plans. Also, in light of the above, and the fact that this AAF service described within the EA is entirely within the Miami UZA, would it not be

prudent to further discuss FTA as a a) cooperating agency or b) a co-lead agency on the EA?

Other Transit & Traffic Impacts

We appreciate the traffic crossing information but wonder if this is sufficient. Other FTA transit grantees in the Miami UZA include Palm Tran, Broward Co. Transit and Miami Dade Transit. As such, FTA notes there may be a) bus route impacts from the siting of the AAF stations and b) wonder if those impacts should be further documented and discussed?

Financing

We understand that All Aboard Florida (AAF) may be considering a large public FRA loan guarantee as public backing for private financing. We suggest that the FRA and FTA further discuss this project guarantee in light of previous FTA funding for Tri Rail within the Miami UZA and on-going SFRTA and other transit grantee plans in the Miami UZA. We note that AAF's public posture of saying that no public funds will be needed has been widely publicized. We also understand the AAF project may require use of public ROW to connect with Orlando in a subsequent phase. FTA suggests that further consideration be given to the possibility of a large public loan guarantee to back private financing of the AAF project be included within the EA. We did not see a cost or financing section in the EA and feel this may be appropriate.

Cumulative Effects, MPO Involvement & TOD

The possibility of "cumulative effects" on public loan guarantees; public ROW and financing, Tri Rail service, traffic and land use in the S. Florida downtowns as well as the possible accommodation of future Tri Rail commuter service should be further examined. The three MPO's in the Miami UZA and SFRTA should be given every opportunity to review the impacts of possible station locations, opportunities for Transit Oriented Development (TOD), a possible Tri Rail cross-over and the parking assessments. Further, the Ft. Lauderdale and W. Palm Beach station area impacts (10,000 SF of retail) seem low – and perhaps should be higher with mixed use impacts noted. Hence, more land area may be required as a result of the project. Also, will public parking beyond a few surface spaces be required? Will AAF assist with station area planning?

Thank you for the opportunity to submit.

Sent from (ip address): 152.120.255.251 (bce1.dot.gov)
Coming from (referer): <http://ursci.com/All-Aboard-FL/comments.php>
Using (user agent): Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 6.1; Trident/4.0; SLCC2; .NET CLR 2.0.50727; .NET CLR 3.5.30729; .NET CLR 3.0.30729; Media Center PC 6.0; .NET4.0C; MS-RTC LM 8; InfoPath.3)

From: [Milligan, Lauren](mailto:Lauren.Milligan@dep.state.fl.us)
To: [Peate, Martin](mailto:Peate.Martin@dot.state.fl.us)
Subject: FW: All Aboard Florida - Environmental Assessment - Public Comments Requested
Date: Friday, November 30, 2012 4:39:46 PM

A “no comment” response from the SFWMD below.

Lauren

From: Oblaczynski, Deborah [mailto:doblaczy@sfwmd.gov]
Sent: Thursday, November 29, 2012 11:15 AM
To: Milligan, Lauren
Cc: Schneider, Natalie; Braun, Rod
Subject: RE: All Aboard Florida - Environmental Assessment - Public Comments Requested

Hi Lauren,
The District staff has reviewed the Final Environmental Assessment for the All Aboard Florida Passenger Rail Project. The District has no comments to forward on the referenced documents.

Thank you for the opportunity.
Deborah Oblaczynski

Deborah Oblaczynski, AICP, Policy and Planning Analyst-Specialist
Intergovernmental Coordination Unit
South Florida Water Management District
3301 Gun Club Road, West Palm Beach, Florida 33406
(561) 682-2544, Fax (561) 681-6264
email: doblaczy@sfwmd.gov

From: Milligan, Lauren [mailto:Lauren.Milligan@dep.state.fl.us]
Sent: Tuesday, November 06, 2012 3:31 PM
To: jeannette.hallock-solomon@deo.myflorida.com; chris.wiglesworth@deo.myflorida.com; DCPPPermits@deo.myflorida.com; Scott.Sanders@MyFWC.com; Gilbert, Terry; Conservation Planning Services; 'Edwards, Scott'; Alyssa.McManus@DOS.MyFlorida.com; daniel.mcclarnon@dos.myflorida.com; 'Markovich, Martin'; 'Bixby, Marjorie'; robert.lee@dot.state.fl.us; vicki.sharpe@dot.state.fl.us; xavier.pagan@dot.state.fl.us; richard.young@dot.state.fl.us; scott.seeburger@dot.state.fl.us; Andrew.Riddle@dot.state.fl.us; aileen.boucle@dot.state.fl.us; megan.mckinney@urs.com; lauren.brooks@urs.com; Oblaczynski, Deborah; Carter, Hugo; Conmy, Barbara; Parrott, Melinda; sheidt@tcrpc.org; eswanson@sfrpc.com
Cc: Stahl, Chris
Subject: FW: All Aboard Florida - Environmental Assessment - Public Comments Requested

Dear Clearinghouse Reviewers:

RE: U.S. Department of Transportation – Railroad Rehabilitation and Improvement Financing Program – Environmental Assessment and Section 4(f) Evaluation (EA) for the All Aboard Florida Passenger Rail Project, West Palm Beach to Miami – Miami-Dade, Broward and Palm Beach Counties, Florida.
Reference Previous SAI # FL200610032820C and ETDM #s 7519 and 11860
http://www.fra.dot.gov/rpd/freight/fp_West_Palm_Beach_to_Miami_Florida.shtml
<http://www.allaboardflorida.com/> (Link to EA Appendices at the bottom of this page)
Public Comment Due Date: 12/03/2012

FYI -- Please see the message below and above website links for further information and an opportunity to comment on the referenced Federal Railroad Administration EA. This project

follows the same existing Florida East Coast (FEC) railroad corridor as the previously reviewed South Florida East Coast Corridor Transit Analysis (SFECCTA) and FEC Amtrak High Speed Rail: Mainline projects.

A federal consistency review under the Coastal Zone Management Act was already conducted on this corridor as part of the previous State Clearinghouse and ETDM project reviews, so I do not believe it would be necessary to conduct another for this proposal. If your agency would like to comment or has concerns that were not previously addressed, however, please let me know and we can send a state comment letter through the State Clearinghouse review process. Thank you!

Lauren

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190

Please take a few minutes to share your comments on the service you received from the department by clicking on this link. [DEP Customer Survey](#).

From: Peate, Martin [<mailto:martin.peate@urs.com>]

Sent: Monday, November 05, 2012 6:09 PM

Subject: RE: All Aboard Florida - Environmental Assessment

Importance: High

Attached below are links to downloadable copies of the ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) STATEMENT FOR THE ALL ABOARD FLORIDA PASSENGER RAIL PROJECT WEST PALM BEACH TO MIAMI, FLORIDA as required by the National Environmental Policy Act of 1969 and submitted in compliance with 23 CFR Part 771.

All Aboard Florida – Stations LLC and All Aboard Florida – Operations LLC (AAF) jointly prepared this Environmental Assessment (EA)/Section 4(f) Evaluation for their proposed All Aboard Florida Passenger Rail Project – West Palm Beach to Miami, Florida. AAF prepared the EA/Section 4(f) Statement to support an application to the Federal Railroad Administration (FRA) for funding under the Railroad Rehabilitation and Improvement Financing Program to construct the Project. FRA reviewed and commented on draft versions of the document and approved this version for release for public circulation and comment. Written comments should be provided in writing to AAF at the address noted below on or before December 3, 2012.

Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590
Attn: Sydney Schneir
202.493.6041
Sydney.Schneir@dot.gov

All Aboard Florida – Stations LLC
All Aboard Florida – Operations LLC
c/o URS Corporation,
7650 West Courtney Campbell Causeway,
Tampa, FL 33607-1462,
Attn: Martin A. Peate, AICP
813.636.2477

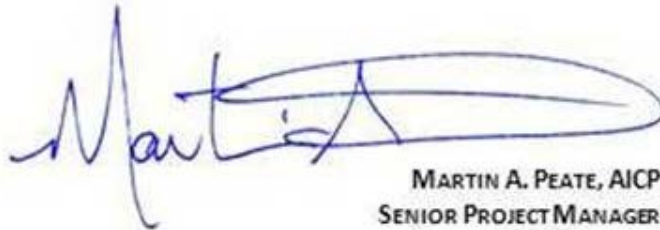
martin.peate@urs.com

Notice of Availability

http://www.fra.dot.gov/rpd/freight/fp_West_Palm_Beach_to_Miami_Florida.shtml

All Aboard Florida Website Link to EA

<http://www.allaboardflorida.com/>



**MARTIN A. PEATE, AICP
SENIOR PROJECT MANAGER
SENIOR NEPA PLANNER
URS CORPORATION
7650 WEST COURTNEY CAMPBELL CAUSEWAY
TAMPA, FLORIDA 33607-1462
DIRECT: 813.636.2477
CELL: 813.760.1254**

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We value your opinion. Please take a few minutes to share your comments on the service you received from the District by clicking on this [link](#).



TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

December 3, 2012

Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590
Attn: Sydney Schneir

Subject: Letter of Support for the All Aboard Florida Passenger Rail Project

Dear Ms. Schneir:

Council has reviewed the Environmental Assessment and Section 4(F) Evaluation for the All Aboard Florida Passenger Rail Project (West Palm Beach to Miami, Florida), dated October 31, 2012, prepared by All Aboard Florida. The purpose of the project is to establish intercity passenger rail service between West Palm Beach and Miami utilizing the existing Florida East Coast (FEC) rail corridor, including the installation of a second railroad track, necessary infrastructure improvements, and the construction of three new passenger rail stations in downtown Miami, downtown Fort Lauderdale, and downtown West Palm Beach. The Assessment is comprehensive, thorough, and complete in its analysis of the improvements necessary to enable the construction of the proposed service.

The restoration of passenger rail service on the FEC rail corridor has been a top priority of the Treasure Coast Region for decades. The original FEC rail line and its stations are the key organizing element for Florida's historic development pattern along its east coast. Each of the historic stations became a town center for the dozens of small and large cities that evolved along the corridor. Since passenger rail service was disbanded in 1968, automobiles and an expanding roadway network has characterized the coast, contributing to inefficient, sprawling development patterns in the absence of multi-modal alternatives. The All Aboard Florida Passenger Rail project, recently proposed by Florida East Coast Industries, presents a much needed alternative for today's transportation network.

The project is consistent with Council's Strategic Regional Policy Plan, and several key goals and strategies are noted accordingly. The project will advance progress to reduce the Region's vulnerability for fuel price increases and conversely reinforce a pattern of development that reduces dependency on the automobile, encourages transit, and reduces the overall use of fossil fuels (Future of the Region, Goal 9.1 and Policy 9.1.1.1). The project will also help encourage compact, mixed-use development and redevelopment that enhances the preferred form of development and helps contain suburban sprawl, as noted in the Future of the Region, Goal 15.1 and Policy 15.1.3.3. The "All Aboard Florida" project will also help advance the Region

"Regionalism One Neighborhood At A Time"- Est.1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 221-4067 - www.tcrpc.org

Ms. Sydney Schneir

December 3, 2012

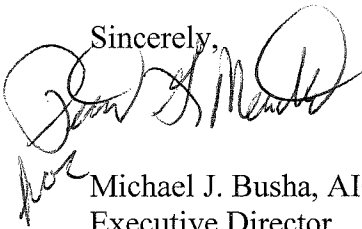
Page Two

towards a balanced and integrated transportation system (Transportation Goal 7.1), with infrastructure to encourage a higher density and intensity of development within core downtown areas (Policy 7.1.2.3). As the project proceeds, Council notes the need for continued coordination with local governments and residents regarding a variety of local issues, including municipal interest in the construction of quiet zones, potential impacts to locally-funded infrastructure improvements (such as parking and landscaping) constructed by local governments in and along the rail corridor, and the maintenance of mobility and street networks around proposed station areas.

The All Aboard Florida project will also help advance the long-range plans of the Palm Beach Metropolitan Planning Organization (MPO), Martin County MPO, and St Lucie Transportation Planning Organization. In addition, the passenger rail initiative is consistent with Council's Comprehensive Economic Development Strategy, or CEDS Plan.

The Treasure Coast Regional Planning Council strongly supports the expansion of passenger rail in the Region, and the All Aboard Florida Passenger Rail project represents a tremendous opportunity to enhance the sustainability of the Region with premium transit service.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Busha". The signature is written in a cursive style with a large initial "M".

Michael J. Busha, AICP
Executive Director

cc: Martin A. Peate, AICP, URS Corporation

TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

November 7, 2012

Mr. Martin A. Peate
All Aboard Florida
c/o URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Subject: Letter of Support for the "All Aboard Florida" project

Dear Mr. Peate:

The restoration of passenger rail service on the Florida East Coast (FEC) rail corridor has been a top priority of the Treasure Coast Region for decades. The original FEC rail line and its stations are the key organizing element for Florida's historic development pattern along its east coast. Each of the historic stations became a town center for the dozens of small and large cities that evolved along the corridor. Since passenger rail service was disbanded in 1968, automobiles and an expanding roadway network has characterized the coast, contributing to inefficient, sprawling development patterns in the absence of multi-modal alternatives. The "All Aboard Florida" project, recently proposed by Florida East Coast Industries (FECI), presents a much needed alternative for today's transportation network.

The "All Aboard Florida" project proposes three stations in Southeast Florida—downtown Miami, downtown Fort Lauderdale, and downtown West Palm Beach. Each of stations would be embedded in ongoing redevelopment efforts within these communities, enabling transit-oriented development and improved land use/transportation relationships. In addition to servicing as central business districts, each of these potential station areas also has strong track records for infill housing in the past several decades, resulting in a mix of uses that corresponds well to transit use. Accordingly, expanded transit service, such as "All Aboard Florida," can promote trip capture and remove cars from the roadway network, thereby increasing efficiency and reducing carbon emissions.

It is also important to emphasize the importance of FECI's "All Aboard Florida" project in the context of the multi-modal transportation system for Southeast Florida. This critical north/south link will include immediate connections into the local transit systems in each county as well as other local premium transit, including MetroRail, MetroMover, the West Palm Beach downtown trolley, and pending Fort Lauderdale "Wave" streetcar.

"Regionalism One Neighborhood At A Time"- Est.1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 221-4067 - www.tcrpc.org

Mr. Martin A. Peate
November 7, 2012
Page Two

The Treasure Coast Regional Planning Council strongly supports the expansion of passenger rail in the Region, and the "All Aboard Florida" project represents a tremendous opportunity to enhance the sustainability of the Region with premium transit service.

Sincerely,

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Michael J. Busha, AICP
Executive Director

MJB/KD:kd