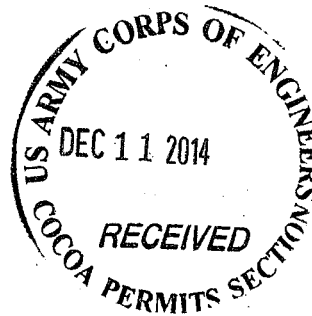


## **Appendix 1.1-B3**

### **Section 404 USACE Consultation – Comments Received by USACE (1 of 3)**

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Sue Roby-Dinunno  
5125 Tradewinds Drive  
Veró Beach, FL 32963

Three weeks ago the residents of Florida overwhelmingly approved Amendment 1, which seeks to protect our water resources for 20 years. Now All Aboard Florida seeks to immediately undermine the wishes of the voters by requesting your permission to allow 32 trains to roar through our precious wetlands every day. You must call for a public hearing on this request. Voters who approved Amendment 1 should not be disenfranchised by a company that cavalierly claims they will do no environmental damage to our wetlands. That is simply not true.

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

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

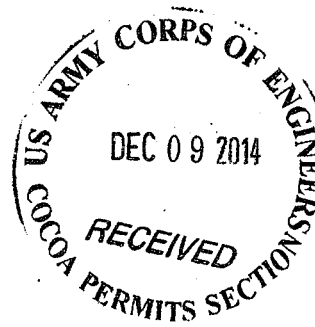
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Thank you for your consideration.

Sincerely,  
Sue Roby-Dinunno

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy

**TO: Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM: Irena Mliczek**  
1536 barber at sebastian fl 32958

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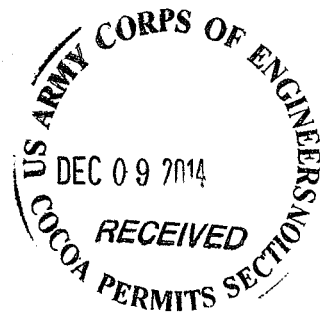
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Thank you for your consideration.

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Karen  
6155 S.Mirror Lake Drive #110  
Sebastian, FL 32958

Human beings can fight back against All Aboard Florida. Wildlife can't. Please hold public hearing on the AAF plans to invade our wetlands so that we humans can fight back on behalf of the birds and animals who will lose their homes or even their lives if we can't.

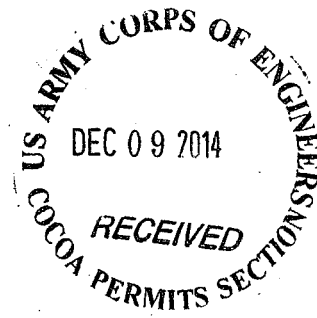
All Aboard Florida proposes to run 32 passenger trains every day through our wetlands. On top of this, they anticipate some 20 freight trains will pass through daily. This onslaught will threaten wildlife with constant noise and vibration as well as diesel exhaust. How will this affect the herons, egrets and storks? Sure, they can leave and rebuild elsewhere, but why should they be displaced for the sake of one private company's wishes? If residents of Florida's east coast were forced to relocate, would they be treated differently?

From the beginning, All Aboard Florida has attempted to assuage residents about their plans with a variety of half-truths. They talk about reductions in I95 exhaust pollution because of the train alternative, but fail to mention the amount of fumes collecting around closed crossings from idling cars. They claim they will carry 3.5 million passengers on their trains in 2019 when the Acela train from Boston to New York to Washington, DC carried only 3.3 million in 2013 after many years of operation. And, Acela has many repeat business customers and has a population of some 38 million people living in the areas it serves. The whole state of Florida has only 19 million.

Trusting All Aboard Florida is not easy and the wildlife in our wetlands can't defend themselves even if AAF was trustworthy. We must fight AAF for those who can't. Public hearings should be held to allow us to argue on behalf of the wetlands and the inhabitants. Thank you for your consideration.

Sincerely,  
Karen

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Justine Simone  
6155 S.Mirror Lake Drive #110  
Sebastian, FL 32958

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without. That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

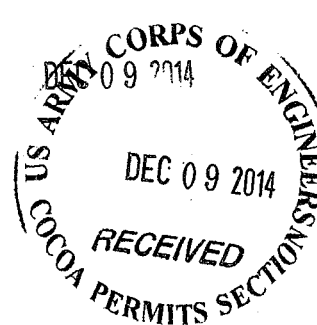
How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions. In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,  
Justine Simone

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, MaryLynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

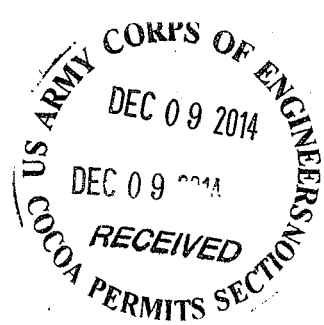
**FROM:** Gail Kleemann  
10325 SW Greenridge Lane  
Palm City FL 34990

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Gail Kleemann

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Janet Merritt  
6899 se golfhouse dr  
Hobe sound fl 33455

I'm speaking up for wildlife!

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

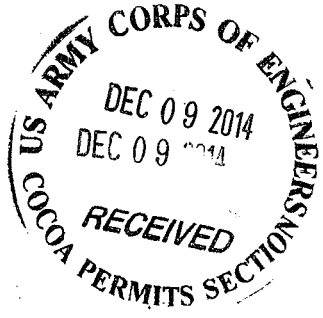
Scrub jays, gopher tortoises, gopher frogs, wood storks, and others warrant protection.

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

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

Sincerely,  
Janet Merritt

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susie Cassens  
PO Box 593  
Fort Pierce, Fl 34954

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without. That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions. In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

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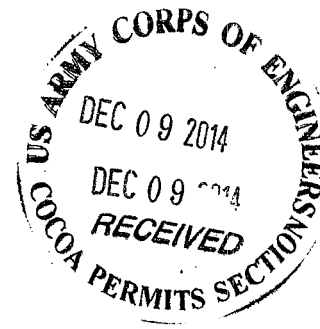
Thank you for your consideration.

Sincerely,  
Susie Cassens

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Doreen Franklin  
566 NW Sagamore Terrace, Port St Lucie, FL 34983

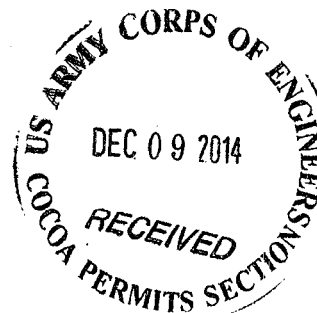
The environmental impacts of the All Aboard Florida project were based on plans at 30% design. This is unacceptable and legally insufficient.

The Corps should make All Aboard Florida start over, and come back when they can say with a reasonable level of certainty where the rail will be double-tracked, where it will be triple tracked, where the sidings will be and identify the extent to which this width "expansion" will impact the cultural, social and ecological environment.

Where I went to school 30% was a failing grade. The Corps not only shouldn't issue a permit based on this level of design and the application should not be accepted as complete. We respectfully ask that you deny the permit until the applicant provides the details that are necessary to determine the true impacts. You are the custodians of a rare and precious resource.

Sincerely,  
Doreen Franklin

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Kristine Caputo  
3207 Perigrine Falcon Drive  
Port St. Lucie, FL 34952

Dear Mr. Phillips,

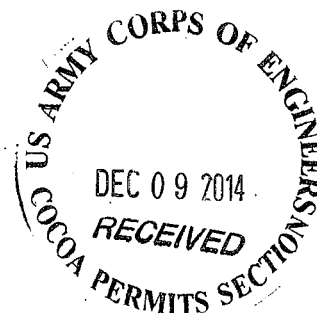
Every time we read something else about Florida East Coast Railroad's proposal to add a ridiculous number of trains to its right-of-way between Miami and Orlando, I find yet another reason to question the sanity of the investors behind it. This time it is the environmental impact, and hence our plea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

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

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

Sincerely,  
Kristine Caputo

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Anne Adams Laumont  
11670 SE Florida Avenue  
Hobe Sound, FL 33455

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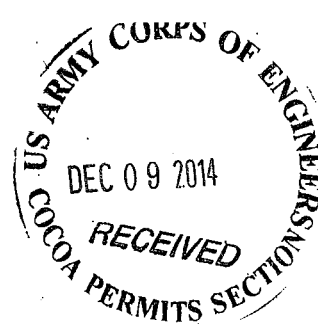
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Thank you.

Sincerely,  
Anne Adams Laumont

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



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Barbara P. Annear  
3073 SE Doubleton Drive  
Stuart, FL.34997

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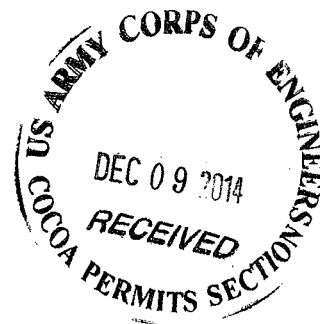
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Sincerely,  
Barbara P. Annear

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



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Lawrence Degenfelder  
1856 SW Palm City Road Unit 102  
Stuart, FL. 34994

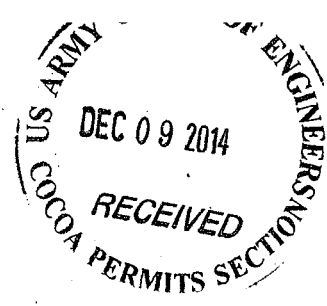
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Florida Power & Light Company has a wide, high-voltage power line that extends from Martin County to east of Orlando. With fewer at-grade road crossings, AAFs trains could operate at significantly higher speeds than they can within the highly-populated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

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

Sincerely,  
Lawrence Degenfelder

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Marsha Perryman  
13570 Mystic Dr. #303  
Sebastian, FL 32958

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Thank you for your consideration.

Sincerely,  
Marsha Perryman

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Linda Irvin  
4103 Silverstone Dr.  
Fort Pierce, FL 34947

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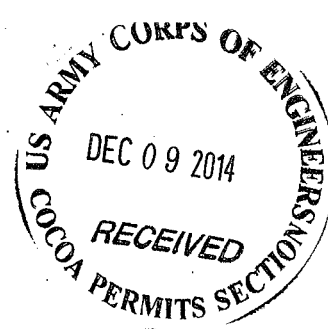
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The cows and orange trees won't be bothered. Move the train out of populated areas fragile ecosystems!

Sincerely,  
Linda Irvin

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy





**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Sharon COLLINSON**  
244 s Beach Rd, Hobe Sound, FL 33455

Dear Mr. Phillips,

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

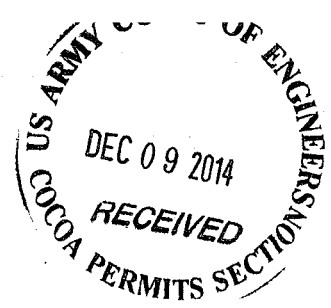
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Thank you.

Sincerely,  
Sharon COLLINSON

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



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Rebecca R. McFee  
3004 SE Salerno Rd.  
Stuart, Fl. 34997

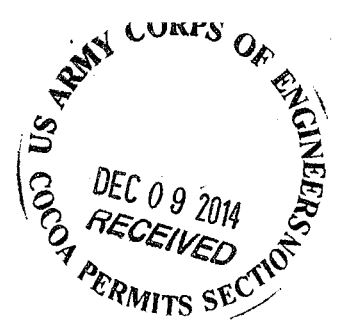
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Sincerely,  
Rebecca R. McFee

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Myra Mcelveen  
2158 SE Harrison St.  
Stuart, FL. 34997

Dear Mr. Phillips:

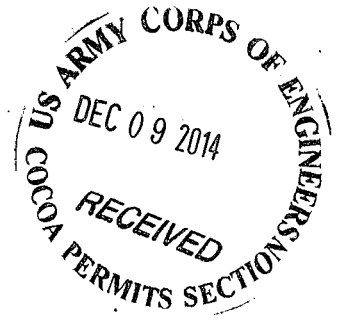
I am writing in support of the request you have recently received from both the Guardians of Martin County and the Martin Country Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetlands impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

Thank you for your time and considerations, I am

Sincerely,  
Myra Mcelveen

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Terry Murray  
2940 SW Sutton Place  
Palm City, FL 34990

Dear Mr. Phillips,

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

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

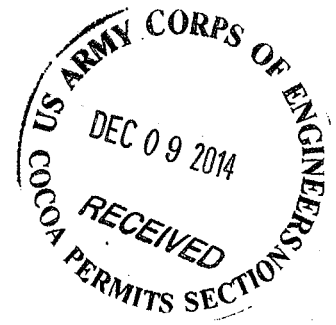
Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.!

Thank you.

Sincerely,  
Terry Murray

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

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** KAREN AMENITA  
106 OCEAN DUNES CIR  
JUPITER, FL 33477

I'm speaking up for wildlife!

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

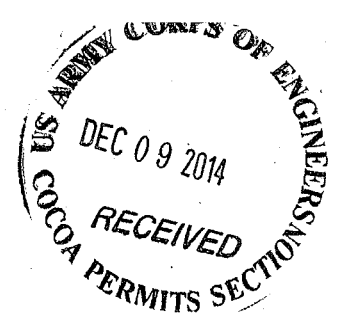
Scrub jays, gopher tortoises, gopher frogs, wood storks; and others warrant protection.

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

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

Sincerely,  
KAREN AMENITA

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** julia sansevere  
4194 SE Centerboard Lane, Stuart, FL 34997

Dear Mr. Phillips,

I'm speaking up for wildlife!

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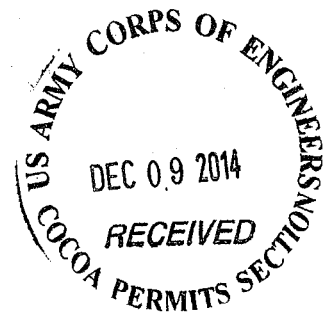
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Sincerely,  
julia sansevere

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



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** YVONNE HARRISON  
5810 BAMBOO DR  
FORT PIERCE FL 34982

I'm speaking up for wildlife!

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

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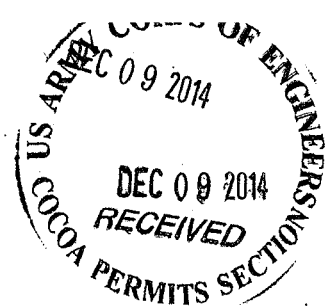
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Sincerely,  
YVONNE HARRISON

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy





**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     cyndi lenz  
2522 ne myrtle st  
jensen beach fl 34957

Human beings can fight back against All Aboard Florida. Wildlife can't. Please hold public hearing on the AAF plans to invade our wetlands so that we humans can fight back on behalf of the birds and animals who will lose their homes or even their lives if we can't.

All Aboard Florida proposes to run 32 passenger trains every day through our wetlands. On top of this, they anticipate some 20 freight trains will pass through daily. This onslaught will threaten wildlife with constant noise and vibration as well as diesel exhaust. How will this affect the herons, egrets and storks? Sure, they can leave and rebuild elsewhere, but why should they be displaced for the sake of one private company's wishes? If residents of Florida's east coast were forced to relocate, would they be treated differently?

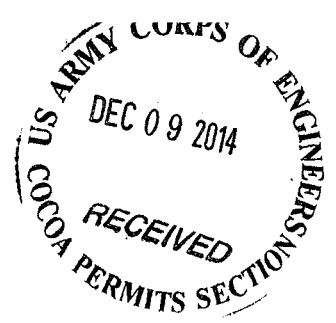
From the beginning, All Aboard Florida has attempted to assuage residents about their plans with a variety of half-truths. They talk about reductions in I95 exhaust pollution because of the train alternative, but fail to mention the amount of fumes collecting around closed crossings from idling cars. They claim they will carry 3.5 million passengers on their trains in 2019 when the Acela train from Boston to New York to Washington, DC carried only 3.3 million in 2013 after many years of operation. And, Acela has many repeat business customers and has a population of some 38 million people living in the areas it serves. The whole state of Florida has only 19 million.

Trusting All Aboard Florida is not easy and the wildlife in our wetlands can't defend themselves even if AAF was trustworthy. We must fight AAF for those who can't. Public hearings should be held to allow us to argue on behalf of the wetlands and the inhabitants.

Thank you for your consideration.

Sincerely,  
cyndi lenz

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Jay Bashant  
544 sw akron ave  
Stuart fl 34994

Dear Mr. Phillips,

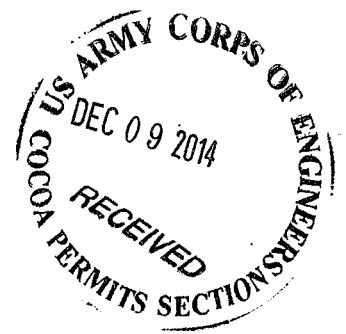
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The increasingly controversial DEIS commissioned by the railroad asserts that noise and vibration will be contained within the right-of-way. Really? We have lived for 20 years about 300 yards from the track. While I have tuned out the noise of the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

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

Sincerely,  
Jay Bashant

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Phillip M Brandt  
126 Fernwood Crescent  
Royal Palm Beach, FL 33411

Dear Mr. Phillips:

I am writing in support of the request you have recently received from both the Guardians of Martin County and the Martin Country Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetlands impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

Thank you for your time and considerations, I am

Sincerely,  
Phillip M Brandt

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Elaine Matts  
1753 SW Thornberry Circle  
Palm City, FL 34990

I'm speaking up for wildlife!

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

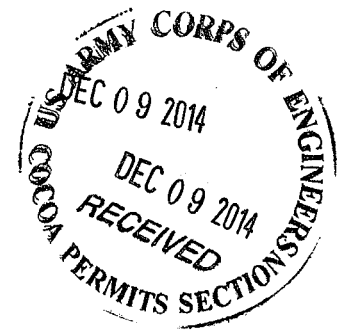
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Sincerely,  
Elaine Matts

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Penny LaCorte  
1048 NE Green Lawn Drive, Jensen Beach FL 34957

The environmental impacts of the All Aboard Florida project were based on plans at 30% design.

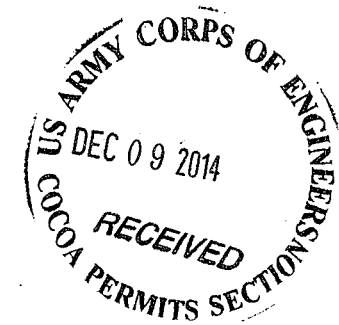
This is unacceptable and legally insufficient.

The Corps should make All Aboard Florida start over, and come back when they can say with a reasonable level of certainty where the rail will be double-tracked, where it will be triple tracked, where the sidings will be and identify the extent to which this width "expansion" will impact the cultural, social and ecological environment.

Where I went to school 30% was a failing grade. The Corps not only shouldn't issue a permit based on this level of design and the application should not be accepted as complete. We respectfully ask that you deny the permit until the applicant provides the details that are necessary to determine the true impacts. You are the custodians of a rare and precious resource.

Sincerely,  
Penny LaCorte

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Jeffrey Tuttle  
397 Benschop St  
Sebastian Fl 3295

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014. You have asked for a reason as to why a public hearing is necessary. There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

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

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

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project. That information should be presented in a public forum conducted by the Army Corps of Engineers. The Army Corps of Engineers must hold a public hearing.

Thank you for considering my point of view.

Sincerely,  
Jeffrey Tuttle

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susan Cornwell  
3635 NW Deer Oak Drive Jensen Beach Florida 34957

Dear Mr. Phillips,

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Sincerely,  
Susan Cornwell

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Frank Dinsmore  
8303 SE Cumberland Circle  
Hobe Sound  
FL 33455

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Frank Dinsmore

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy





**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926.

**FROM:** patty wood ligare  
766 NE RIVER TERRACE Jensen Beach FL 34957

Dear Mr. Phillips

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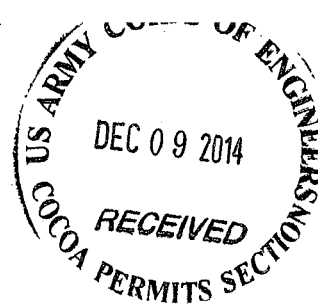
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Bonney Schermerhorn  
933NE Sandalwood Drive  
Jensen Beach  
Fla

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without. That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

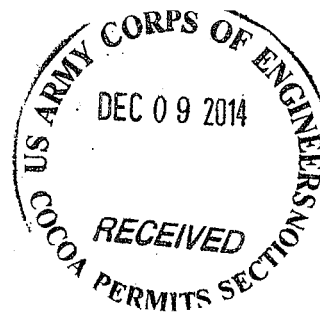
How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions. In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,  
Bonney Schermerhorn

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, MaryLynn Magar, Bill Nelson, Patrick Murphy



**TO:**           **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Michelle Hinson  
896 SE Waterside Way, Stuart, FL 34997

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

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

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

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

*Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub*

*habitat would be converted to railway line.*

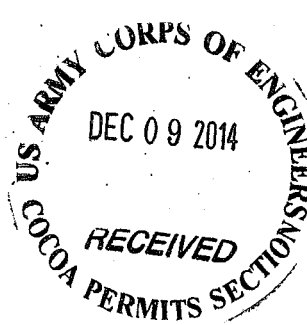
*Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.*

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

Sincerely,  
Michelle Hinson

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



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Cheryl Kozloff  
7186 SE Golfhouse Drive  
Hobe Sound, FL 33455

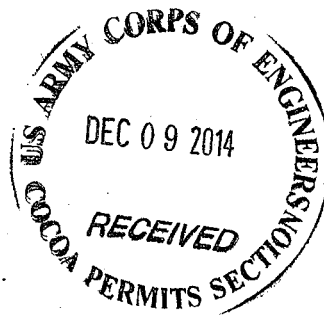
Dear Mr. Phillips,

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Cheryl Kozloff

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Craig Smith  
235 Grand Royale Cir  
Vero Beach FL 32962

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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

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

*Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.*

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Sincerely,  
Craig Smith

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





**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Jennifer Sword  
2017 Hallwood Place Melbourne, FL 32901

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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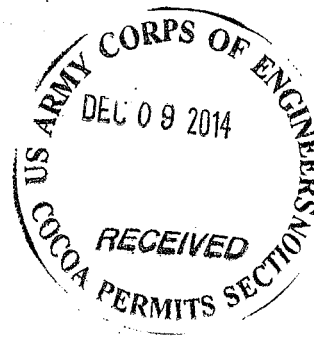
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Sincerely,  
Jennifer Sword

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** John Sider sr  
121 bristol street  
Sebastian, fl 32958

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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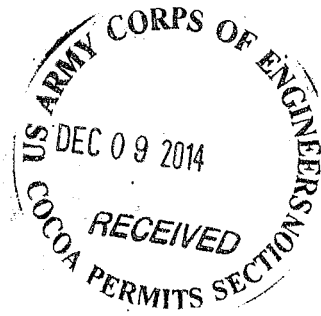
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       bob wood  
337 chambord terrace palm beach gardens fl 33410

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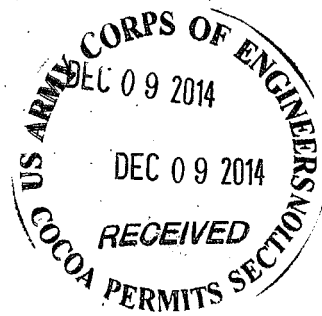
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Sincerely,  
bob wood

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



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susan Trotman  
241 South Beach Road  
Hobe Sound, FL 33455

Dear Mr. Phillips,

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

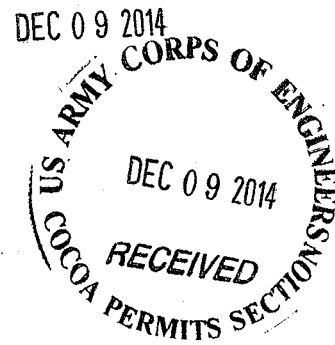
The increasingly controversial DEIS commissioned by the railroad asserts that noise and vibration will be contained within the right-of-way. Really? We have lived for 20 years about 300 yards from the track. While I have tuned out the noise of the rumbling freight trains, we still have to readjust pictures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

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

Thank you.

Sincerely,  
Susan Trotman

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



**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Byron Wickham  
1164 NW 12th Terrace, Stuart FL. 34994

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without. That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions. In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

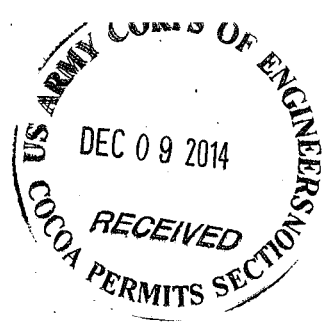
Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,  
Byron Wickham

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy





**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Lin Peterson  
1737 SE Hondo Ave, Port Saint Lucie, FL 34952

Dear Mr. Phillips,

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

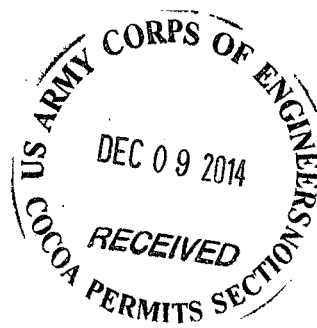
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Thank you.

Sincerely,  
Lin Peterson

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



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Linda Squeo  
432 NW Ferris Drive  
Port Saint Lucie, fl. 34983

Dear Mr. Phillips:

I am writing in support of the request you have recently received from both the Guardians of Martin County and the Martin Country Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

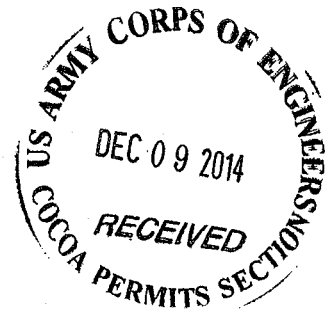
We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetlands impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

Thank you for your time and considerations, I am

Sincerely,  
Linda Squeo

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Karen McMillan  
3339 se golf trl  
Stuart, FL 34997

Please don't issue a permit for wetland destruction without giving the public the opportunity to understand the potential short-term and long-term impacts of the project with a public hearing.

To quote Greg Braun, noted marine and wetland ecologist:

"It has taken me a while to catch on to the value of wetlands. Yes, I will admit that, for many years, I looked at them as wastelands - swamps, bogs, bug-infested places where my feet get wet and that I'd avoid whenever I could.

But as time has passed, and I've begun to learn about wildlife habitat, fisheries, groundwater percolation, evapotranspiration, the hydrologic cycle and the surficial aquifer, I'm now an advocate for wetlands. I like to watch the herons, egrets and even pre-historic looking wood storks as they forage in shallow wetlands. I've learned that wetlands are the natural resource equivalent of our kidneys, soaking up stormwater runoff during the rainy season, up-taking the nutrients through plant photosynthesis and filtering pollutants as our underground water table is re-charged.

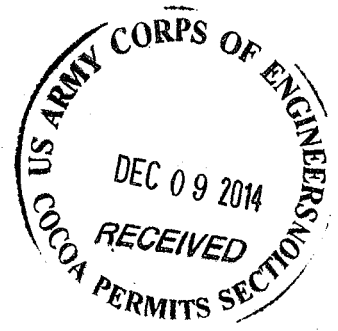
I'm concerned, now that I'm aware that the All Aboard Florida project is requesting approval from the Corps to destroy over 160 acres of wetlands. I've tried to sift through the 1000+ pages of the Draft Environmental Impact Statement to learn more about where the wetlands are that would be impacted, to get an understanding of their relative value, how the avoidance, minimization and mitigation procedures have been followed, and to understand if buying mitigation credits will adequately offset the loss of existing wetlands. Unfortunately, I'm still unclear on a number of detailed issues, including whether or not double-tracking, side lanes and triple-tracking will occur in wetlands that I value."

We respectfully ask that the Corps of Engineers hold a series of public hearings at locations along the rail route. You hold the future of these precious, limited wetlands in your hands. Please give interested members of the public the opportunity to focus on the watersheds that will be impacted and get a better understanding of the extent to which destroying wetlands will adversely affect bird foraging habitat, fish populations and the Indian River Lagoon.

Sincerely,  
Karen McMillan

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Cherra Connor  
7301 Cabana Lane  
Ft. Pierce, fl. 34951

The environmental impacts of the All Aboard Florida project were based on plans at 30% design.

This is unacceptable and legally insufficient.

The Corps should make All Aboard Florida start over, and come back when they can say with a reasonable level of certainty where the rail will be double-tracked, where it will be triple tracked, where the sidings will be and identify the extent to which this width "expansion" will impact the cultural, social and ecological environment.

Where I went to school 30% was a failing grade. The Corps not only shouldn't issue a permit based on this level of design and the application should not be accepted as complete. We respectfully ask that you deny the permit until the applicant provides the details that are necessary to determine the true impacts. You are the custodians of a rare and precious resource.

Sincerely,  
Cherra Connor

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Karen Hermansaln  
115 SW Cabana Point Circle

Stuart , Fl 34994

Human beings can fight back against All Aboard Florida. Wildlife can't. Please hold public hearing on the AAF plans to invade our wetlands so that we humans can fight back on behalf of the birds and animals who will lose their homes or even their lives if we can't.

All Aboard Florida proposes to run 32 passenger trains every day through our wetlands. On top of this, they anticipate some 20 freight trains will pass through daily. This onslaught will threaten wildlife with constant noise and vibration as well as diesel exhaust. How will this affect the herons, egrets and storks? Sure, they can leave and rebuild elsewhere, but why should they be displaced for the sake of one private company's wishes? If residents of Florida's east coast were forced to relocate, would they be treated differently?

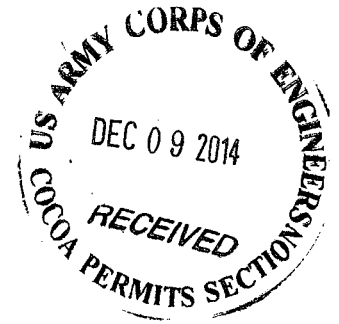
From the beginning, All Aboard Florida has attempted to assuage residents about their plans with a variety of half-truths. They talk about reductions in I95 exhaust pollution because of the train alternative, but fail to mention the amount of fumes collecting around closed crossings from idling cars. They claim they will carry 3.5 million passengers on their trains in 2019 when the Acela train from Boston to New York to Washington, DC carried only 3.3 million in 2013 after many years of operation. And, Acela has many repeat business customers and has a population of some 38 million people living in the areas it serves. The whole state of Florida has only 19 million.

Trusting All Aboard Florida is not easy and the wildlife in our wetlands can't defend themselves even if AAF was trustworthy. We must fight AAF for those who can't. Public hearings should be held to allow us to argue on behalf of the wetlands and the inhabitants.

Thank you for your consideration.

Sincerely,  
Karen Hermansaln

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Valerie A. Gardiner  
6644 Breezeloch Ct., Jupiter, FL 33458

Dear Mr. Phillips:

I am writing in support of the request you have recently received from both the Guardians of Martin County and the Martin Country Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetlands impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

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Valerie A. Gardiner

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susan mercier  
1449 monroe St  
Hollywood fl. 33020

Dear Mr. Phillips,

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

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

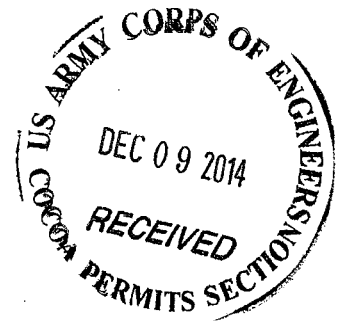
Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.!

Sincerely,  
Susan mercier

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



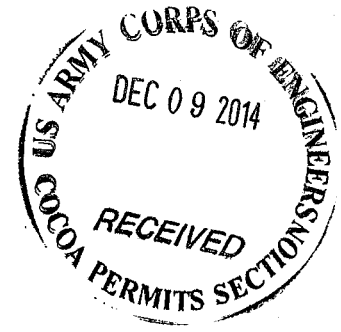
**FROM:** Lee Fleury  
681 SW College Park Rd., Port St. Lucie, FL 34953

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Lee Fleury

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** WEndy lascow  
5001 sw 123 terrace  
Cooper city florida 33330

The environmental impacts of the All Aboard Florida project were based on plans at 30% design.

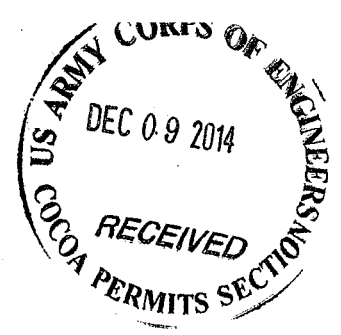
This is unacceptable and legally insufficient.

The Corps should make All Aboard Florida start over, and come back when they can say with a reasonable level of certainty where the rail will be double-tracked, where it will be triple tracked, where the sidings will be and identify the extent to which this width "expansion" will impact the cultural, social and ecological environment.

Where I went to school 30% was a failing grade. The Corps not only shouldn't issue a permit based on this level of design and the application should not be accepted as complete. We respectfully ask that you deny the permit until the applicant provides the details that are necessary to determine the true impacts. You are the custodians of a rare and precious resource.

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WEndy lascow

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** ANA M GONZALEZ  
19701 SW 110th Ct Apt 833  
CUTLER BAY, FL 33157

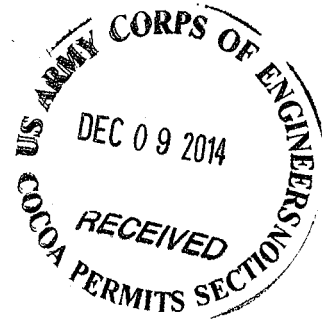
All Aboard Florida's Alternative Analysis regarding environmental impact is unacceptable. It appears to have been contrived solely in order to justify the recommended outcome. The three alternatives are identical for 84% of the route, and are unlikely to withstand a legal challenge. The Corps should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

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

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

Sincerely,  
ANA M GONZALEZ

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926.

**FROM:** bob wood  
337chambord terrace palm beach gardens fl 33410

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Dan Canavan  
4415 Washington road  
west palm beach, fl. 33405

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014. You have asked for a reason as to why a public hearing is necessary. There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

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

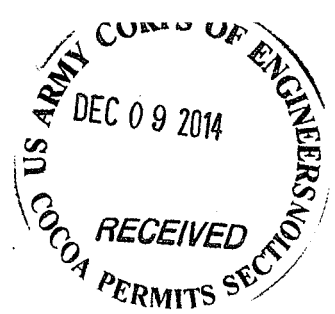
This single focus on environmental impact only within the right of way is taken to an extreme throughout the DEIS. It pretends that train whistle noise will only be heard within the right of way and not outside. In similar fashion, train and rail vibrations are assumed to only occur within the right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

A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project. That information should be presented in a public forum conducted by the Army Corps of Engineers. The Army Corps of Engineers must hold a public hearing.

Thank you for considering my point of view.

Sincerely,  
Dan Canavan

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Charles Cleaver  
8430 SE Woodcrest Place  
Hobe Sound, FL 33455

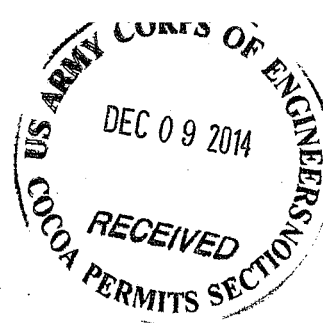
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Sincerely,  
Charles Cleaver

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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Barbara Turner  
7992 SE Golfhouse Drive  
Hobe Sound, FL 33455

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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

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

*Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park. "No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.*

*Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.*

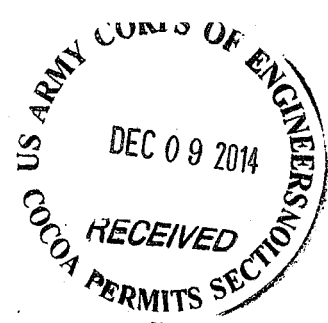
*One thing did become clear – the level of review was primarily "desktop" with inadequate time having been allocated to field investigations. Could it be that not knowing the accurate extent of environmental impact will result in approval of the EIS? It shouldn't be up to interested citizens to bring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

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

Sincerely,  
Barbara Turner

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





**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Steve Gifford  
1846 19th Ave, apt 3, Vero, FL 32960-0617

Please don't issue a permit for wetland destruction without giving the public the opportunity to understand the potential short-term and long-term impacts of the project with a public hearing.

To quote Greg Braun, noted marine and wetland ecologist:

"It has taken me a while to catch on to the value of wetlands. Yes, I will admit that, for many years, I looked at them as wastelands - swamps, bogs, bug-infested places where my feet get wet and that I'd avoid whenever I could.

But as time has passed, and I've begun to learn about wildlife habitat, fisheries, groundwater percolation, evapotranspiration, the hydrologic cycle and the surficial aquifer, I'm now an advocate for wetlands. I like to watch the herons, egrets and even pre-historic looking wood storks as they forage in shallow wetlands. I've learned that wetlands are the natural resource equivalent of our kidneys, soaking up stormwater runoff during the rainy season, up-taking the nutrients through plant photosynthesis and filtering pollutants as our underground water table is re-charged.

I'm concerned, now that I'm aware that the All Aboard Florida project is requesting approval from the Corps to destroy over 160 acres of wetlands. I've tried to sift through the 1000+ pages of the Draft Environmental Impact Statement to learn more about where the wetlands are that would be impacted, to get an understanding of their relative value, how the avoidance, minimization and mitigation procedures have been followed, and to understand if buying mitigation credits will adequately offset the loss of existing wetlands. Unfortunately, I'm still unclear on a number of detailed issues, including whether or not double-tracking, side lanes and triple-tracking will occur in wetlands that I value."

We respectfully ask that the Corps of Engineers hold a series of public hearings at locations along the rail route. You hold the future of these precious, limited wetlands in your hands. Please give interested members of the public the opportunity to focus on the watersheds that will be impacted and get a better understanding of the extent to which destroying wetlands will adversely affect bird foraging habitat, fish populations and the Indian River Lagoon.



**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     James Barton  
825 SW 11 Ct  
Ft Lauderdale, fl 33315

Dear Mr. Phillips,

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

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

Sincerely,  
James Barton

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Larry Perryman  
13570 Mystic Dr. #303  
Sebastian, FL 32958

Human beings can fight back against All Aboard Florida. Wildlife can't. Please hold public hearing on the AAF plans to invade our wetlands so that we humans can fight back on behalf of the birds and animals who will lose their homes or even their lives if we can't.

All Aboard Florida proposes to run 32 passenger trains every day through our wetlands. On top of this, they anticipate some 20 freight trains will pass through daily. This onslaught will threaten wildlife with constant noise and vibration as well as diesel exhaust. How will this affect the herons, egrets and storks? Sure, they can leave and rebuild elsewhere, but why should they be displaced for the sake of one private company's wishes? If residents of Florida's east coast were forced to relocate, would they be treated differently?

From the beginning, All Aboard Florida has attempted to assuage residents about their plans with a variety of half-truths. They talk about reductions in I95 exhaust pollution because of the train alternative, but fail to mention the amount of fumes collecting around closed crossings from idling cars. They claim they will carry 3.5 million passengers on their trains in 2019 when the Acela train from Boston to New York to Washington, DC carried only 3.3 million in 2013 after many years of operation. And, Acela has many repeat business customers and has a population of some 38 million people living in the areas it serves. The whole state of Florida has only 19 million.

Trusting All Aboard Florida is not easy and the wildlife in our wetlands can't defend themselves even if AAF was trustworthy. We must fight AAF for those who can't. Public hearings should be held to allow us to argue on behalf of the wetlands and the inhabitants. Thank you for your consideration.

Sincerely,  
Larry Perryman

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Darrell Johnson  
4103 Silverstone Dr.  
Fort Pierce, FL 34947

Please don't issue a permit for wetland destruction without giving the public the opportunity to understand the potential short-term and long-term impacts of the project with a public hearing.

To quote Greg Braun, noted marine and wetland ecologist:

"It has taken me a while to catch on to the value of wetlands. Yes, I will admit that, for many years, I looked at them as wastelands - swamps, bogs, bug-infested places where my feet get wet and that I'd avoid whenever I could.

But as time has passed, and I've begun to learn about wildlife habitat, fisheries, groundwater percolation, evapotranspiration, the hydrologic cycle and the surficial aquifer, I'm now an advocate for wetlands. I like to watch the herons, egrets and even pre-historic looking wood storks as they forage in shallow wetlands. I've learned that wetlands are the natural resource equivalent of our kidneys, soaking up stormwater runoff during the rainy season, up-taking the nutrients through plant photosynthesis and filtering pollutants as our underground water table is re-charged.

I'm concerned, now that I'm aware that the All Aboard Florida project is requesting approval from the Corps to destroy over 160 acres of wetlands. I've tried to sift through the 1000+ pages of the Draft Environmental Impact Statement to learn more about where the wetlands are that would be impacted, to get an understanding of their relative value, how the avoidance, minimization and mitigation procedures have been followed, and to understand if buying mitigation credits will adequately offset the loss of existing wetlands. Unfortunately, I'm still unclear on a number of detailed issues, including whether or not double-tracking, side lanes and triple-tracking will occur in wetlands that I value."

We respectfully ask that the Corps of Engineers hold a series of public hearings at locations along the rail route. You hold the future of these precious, limited wetlands in your hands. Please give interested members of the public the opportunity to focus on the watersheds that will be impacted and get a better understanding of the extent to which destroying wetlands will adversely affect bird foraging habitat, fish populations and the Indian River Lagoon.



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Vladimir  
1871 northwest 28 street Miami FL 33142

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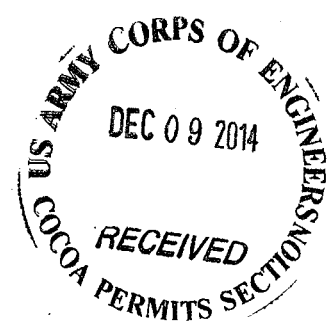
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Sincerely,  
Vladimir

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Toni Gallo  
Timberridge  
Vero Beach Florida 32962

Three weeks ago the residents of Florida overwhelmingly approved Amendment 1, which seeks to protect our water resources for 20 years. Now All Aboard Florida seeks to immediately undermine the wishes of the voters by requesting your permission to allow 32 trains to roar through our precious wetlands every day. You must call for a public hearing on this request. Voters who approved Amendment 1 should not be disenfranchised by a company that cavalierly claims they will do no environmental damage to our wetlands. That is simply not true.

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

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

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

Thank you for your consideration.

Sincerely,  
Toni Gallo

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** John Coleman Jr  
1725 NE 7th Terrace  
FLL, FL 33305

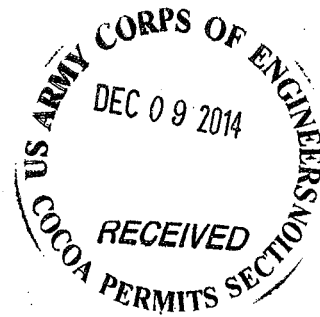
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Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

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John Coleman Jr

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Brook Bullock  
3098 SW Cedar Trail  
Palm City fl 34990

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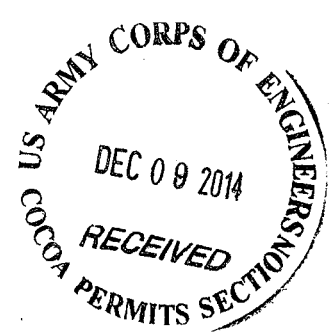
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Sincerely,  
Brook Bullock

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Patricia Childs  
905 SW St. Lucie Crescent  
Stuart, FL 34994

This letter is being written to request the Army Corps of Engineers hold a public meeting on the topic of All Aboard Florida's (AAF) wetlands application. This letter is written to you within the DEIS comment period ending December 3, 2014. You have asked for a reason as to why a public hearing is necessary. There are numerous reasons but the primary one is lack of information, partial information or misleading information. The public has been only provided with 30% plans by AAF. Also, those partial plans are changing daily as discussed at a FRA DEIS hearing in Stuart, Florida.

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

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

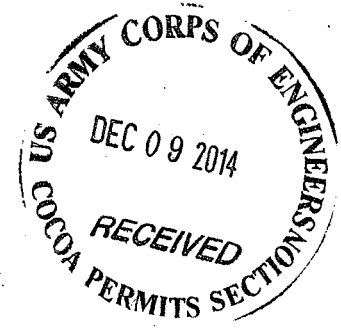
A supplemental DEIS is necessary and it must contain 90% construction plans and supporting information for Florida residents to fairly understand, judge and comment on this project. That information should be presented in a public forum conducted by the Army Corps of Engineers. The Army Corps of Engineers must hold a public hearing.

Thank you for considering my point of view.

Sincerely,  
Patricia Childs

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy

**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Jody Borecki  
296 SE Cardinal Trail  
Stuart, FL 34997

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without. That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions. In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

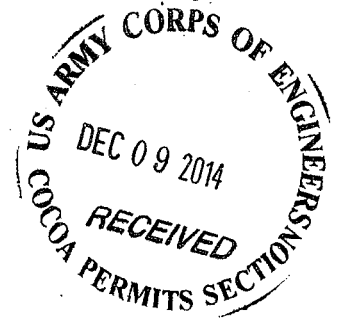
Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,  
Jody Borecki

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Charlotte Sue Fisher  
8092 SE Bristlecone Place  
Hobe Sound, FL 33455

Dear Mr. Phillips:

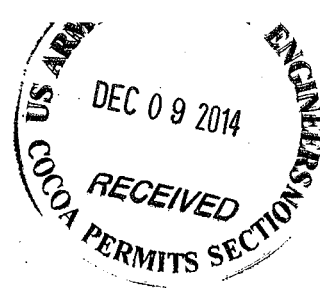
I am writing in support of the request you have recently received from both the Guardians of Martin County and the Martin Country Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetlands impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

Thank you for your time and considerations, I am

Sincerely,  
Charlotte Sue Fisher

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susan r Sullivan  
7315 Golf House Dr Hobe Sound Fl. 33455

Dear Mr. Phillips,

I'm speaking up for wildlife!

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

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

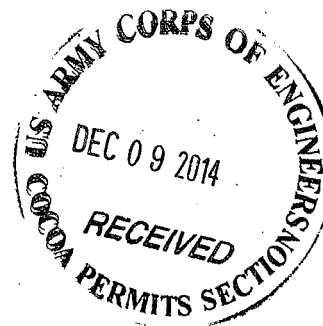
It is no wonder that no wildlife crossings are planned in the north-south route. All Aboard Florida apparently hasn't conducted the studies to know where such crossings are needed and what the design should be.

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

Sincerely,  
Susan r Sullivan

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





**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Cheryl Dittmer  
P.O. Box 32233, P Bch Gdns, Florida 33420

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

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

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

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*habitat would be converted to railway line.*

*Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.*

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

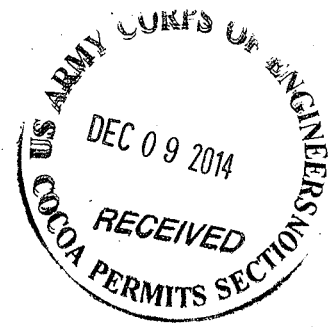
***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

Sincerely,  
Cheryl Dittmer

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

2

2



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Kenneth Suarez  
291 SE Wallace Terrace  
Port St Lucie , FL 34983

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

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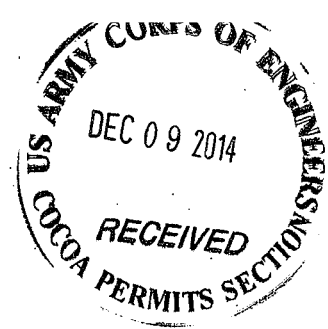
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain.***

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Kenneth Suarez

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**TO:**           **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Karin Huggins  
4125 S. Indian River Drive  
Fort Pierce, Florida. 34982

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

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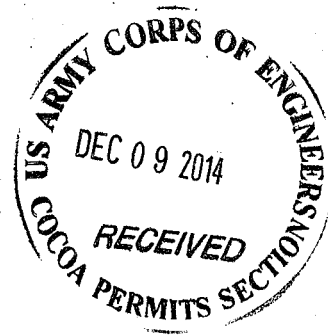
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Julia Sansevere  
4194 SE Centerboard Lane, Stuart, FL 34997

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

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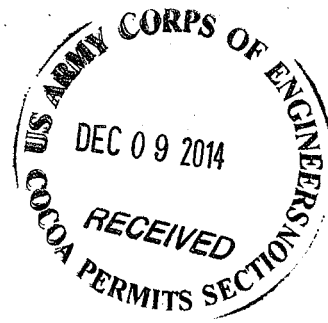
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Sincerely,  
Julia Sansevere

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Mary Barlow  
6738 SE Mourning Dove Way  
Hobe Sound, FL 33455

Dear Mr. Phillips,

I'm speaking up for wildlife!

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

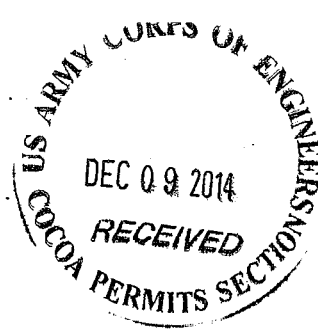
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Sincerely,  
Mary Barlow

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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Rebecca R. McFee  
3004 SE Salerno Rd. Stuart, Fl. 34997

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

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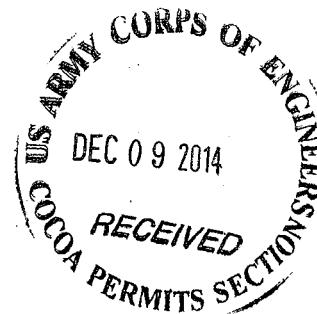
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Rebecca R. McFee

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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Mary Ann Casey**  
330 South Beach Road  
Hobe Sound, FL 33455

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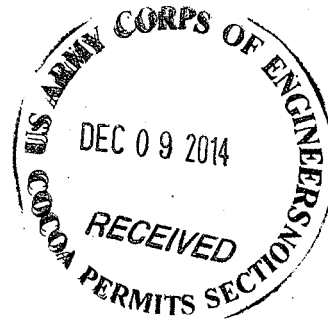
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** William Solomon  
1497 SE Solar St  
Port St Lucie, FL 34983

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** William Solomon  
1497 SE Solar St  
Port St Lucie, FL 34983

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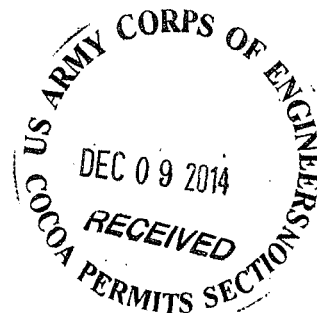
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Sincerely,  
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**cc: Recipients:** Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Senator Marco Rubio, Senator Bill Nelson, Ananth Prasad Florida Department of Transportation,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



**TO:**       **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Jennifer Moos  
537 SW 11 Ave, 33312

Dear Mr. Phillips,

I'm speaking up for wildlife!

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

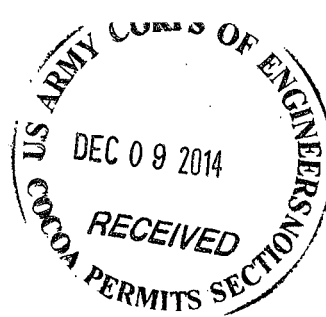
Scrub jays, gopher tortoises, gopher frogs, wood storks, and others warrant protection.

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

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

Sincerely,  
Jennifer Moos

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



**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Leslie Pickering**

440 2nd Ave  
Indialantic, FL 32903

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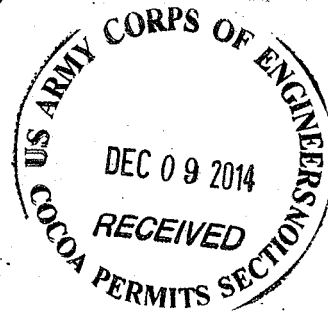
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Sincerely,

Leslie Pickering

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Richard A. Whitfield  
8277 SE Golfhouse Drive  
Hobe Sound, FL 33455

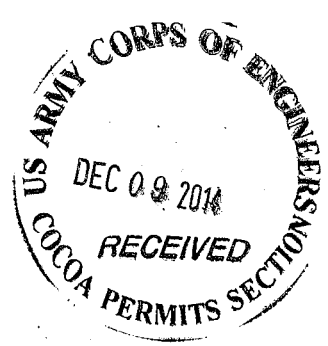
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Christopher Horn  
1469 SW Dyer Point Rd  
Palm City, FL 34990

As per the study conducted by the Jupiter Town Council, although the DEIS focused on passenger rail, the assumptions in the analysis include a growth in freight that need to be considered given the combined impacts on transportation.

Baseline Data for Freight:

The DEIS discusses expected increased freight train trips using 2013 as a baseline. This section should be updated to cite 2014 figures and projections for 2015 and beyond. The section also states that a doubling of the number of expected freight trains along the line is expected within two years. The basis for this anticipated doubling should be provided.

Per the DEIS, there is a 30% increase in average freight train speeds in the No-Action Alternative over the average currently being experienced. An explanation of this increase is important to ensure that there is a clear understanding of the basis for the assumed change in speed.

The information requested above will provide more certainty regarding the baseline impacts of increased freight without the proposed passenger rail service.

#### ASSUMED TRAIN SPEEDS AND TRAFFIC IMPACTS

The methodology for analyzing traffic impacts confirms that the AADT for only the two largest arterials have been included for each county. Using only two roads per county (10 total, or 6% of the total number of crossings) provides an incorrect calculation of the total average daily volume being impacted by the proposed project. The transportation study needs to be vastly expanded to study the impact on all major local roads with grade level crossings.

The assumed operation speed for freight trains as 54.3 mph in the DEIS is questionable for the

Center Street, Indiantown Road and Toney Penna Drive crossings due to the Loxahatchee River bridge and curvature of the rail. Based upon the Town's internal review of the rail system in Jupiter, a 30 mph operation speed seems to be a more appropriate assumption for freight trains. The corresponding total closure time, based upon the Town's calculations, will be extended from 2.5 minutes to almost 4 minutes, which significantly impacts the traffic on Indiantown Road. Additionally, the assumed operation speed for passenger train in the DEIS is 89.2 mph, which is an unreasonable assumption for this section of the system. Given the radius of curvature of approximately 450m, the safe train speed seems to be limited to 60 mph.

Based upon the Town's speed assumptions, the Indiantown Road/Alternate A1A intersection is projected to be over-saturated due to crossing closure – which also assumes two (2) freight trains and one or two passenger train(s) -- during the PM peak period in 2036. The vehicle queue will exceed 4,000 feet and the corresponding intersection delay will be over 200 seconds per vehicle.

The projected impacts on traffic constraints have not been adequately addressed within the DEIS. The limited number of intersections analyzed and the generalized speed of the trains that were assumed do not provide adequate data to understand the impact of projected freight and new passenger service on local traffic. Given this, the anticipated speeds in Jupiter should be analyzed to better understand the impacts of freight and passenger service on traffic in 2036. It would be beneficial to know, where on the system trains will accelerate and decelerate and the anticipated speeds would be at these locations.

Additionally, critical intersections at crossings need to be analyzed in term of traffic impact, especially for the intersections with speed constraints such as the Indiantown Road, Toney Penna Drive and Donald Ross Road crossings. Further, an assumption regarding Tri-Rail impacts should be included as well. In response to the anticipated impacts, traffic mitigation strategies need to be proposed in the EIS report as well.

#### FREIGHT IMPACTS

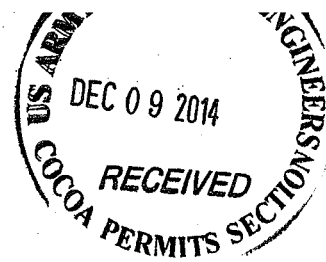
The DEIS gave limited consideration to the relocation of freight from the FEC Corridor. For example, the DEIS states, "Negotiating shared-use agreements presents the risk...that the controlling railroad would not agree to acceptable terms for a shared use environment."

AAF should attempt to negotiate a shared-use agreement for tracks west of the proposed project before citing this as a risk and dismissing this alternative. Additionally, other inland, such as the US27 Corridor proposal, or maritime options should be explored in the study as well.

Sincerely,  
Christopher Horn



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



**TO: Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Richard A. Whitfield**  
8277 SE Golfhouse Drive  
Hobe Sound, FL 33455

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

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

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

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

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

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

The proposed additional AAF passenger train traffic will add at least one additional bridge lowering each hour – two additional lowerings unless the northbound and southbound trains cross at the exact same time, which is unlikely.

That's 40 to 60 minutes each hour with the bridge being down, blocking all boat traffic, including emergency boats operated by the U.S. Coast Guard, the Jupiter Police, the Tequesta Police and the Florida Fish and Wildlife Conservation Commission.

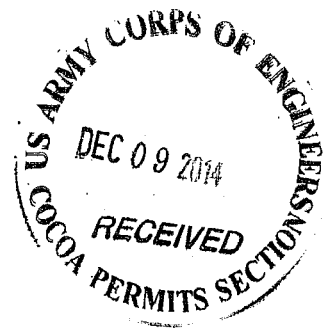
**Table 2.2-3 indicates** 746 out of 900 Martin County's river marinas are affected by rail traffic, clearly showing the detriment of increased trains. The EIS indicates that the marine industry for the St. Lucie River was \$523.7 million in December 2013. The EIS state St. Lucie River has 1,307 slips;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

**The draft continues to misrepresent:** "The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9)."

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

Sincerely,  
Richard A. Whitfield

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



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Dennis Nigrelli  
365 anchor way Ft Pierce Fl 34946

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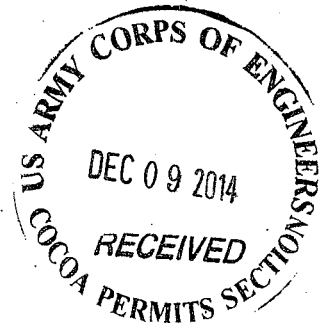
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** george c adams  
8226 se golfhouse dr.  
hobe sound fl 33455

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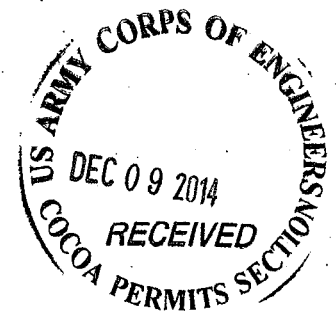
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Mr.& Mrs. Fitzpatrick  
1589 SW Sea Holly Way  
Palm City, FL. 34990

Dear Mr. Phillips,

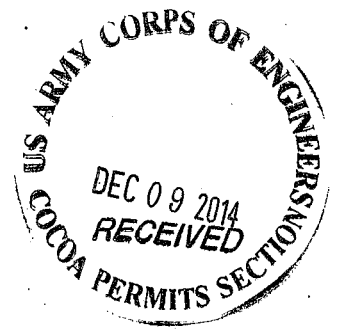
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** donna wilson  
4710 9th place vero beach fl

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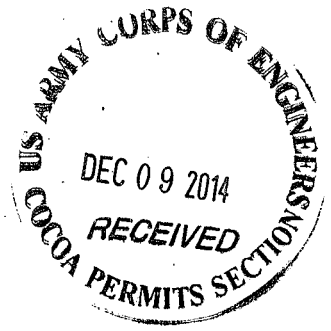
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Sincerely,  
donna wilson

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



**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Linda Irving  
922 Orange Isle, Ft Lauderdale, FL 33315

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

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

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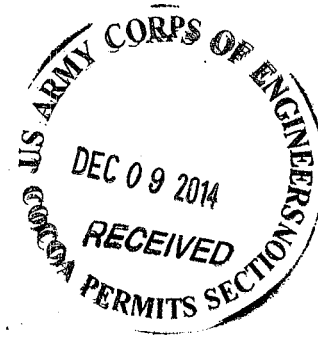
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



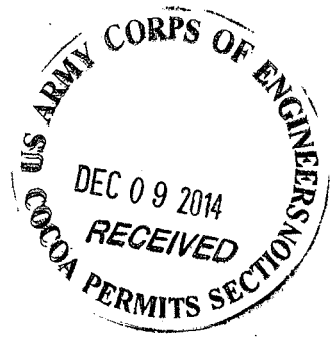
**FROM:** Patricia Wrasmann  
1896 Gulf Ct.  
Indialantic, FL.

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Patricia Wrasmann

**cc: Recipients:** Anthony Fox; John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Judy Fournier  
7794 SE Saratoga Dr.  
Hobe Sound, FL 33455

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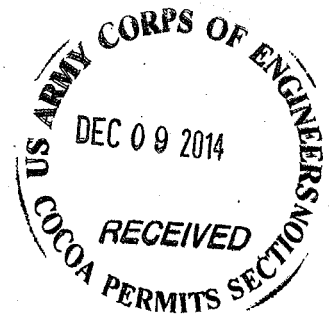
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Nichole Pangerl  
1401 Village Blvd #1126  
West Palm Bch, FL 33409

Dear Mr. Phillips,

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without.

That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions.

In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

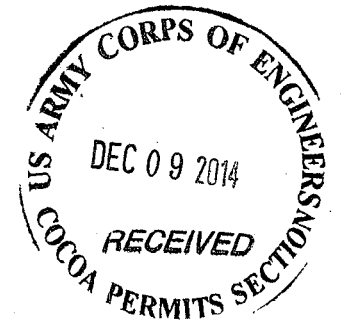
Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

Sincerely,  
Nichole Pangerl



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Lucy Escue  
2 Banyan Rd  
Stuart, Fl 34996

Three weeks ago the residents of Florida overwhelmingly approved Amendment 1, which seeks to protect our water resources for 20 years. Now All Aboard Florida seeks to immediately undermine the wishes of the voters by requesting your permission to allow 32 trains to roar through our precious wetlands every day. You must call for a public hearing on this request. Voters who approved Amendment 1 should not be disenfranchised by a company that cavalierly claims they will do no environmental damage to our wetlands. That is simply not true.

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

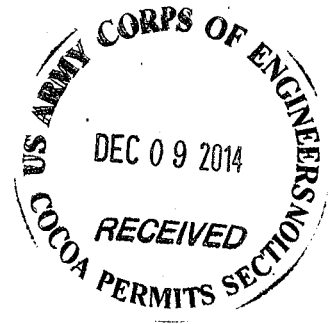
Ever since All Aboard Florida announced their intentions they have consciously avoided transparency wherever possible. They hide behind their "private company" banner to avoid answering questions and they use misleading facts to quiet resident concerns. They even said at the outset that they would not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

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

Thank you for your consideration.

Sincerely,  
Lucy Escue

**cc: Recipients:** Anthony Fox, John Winkle, Andrew Phillips, David Keys, Evelyn Smart, Allan Nagy, James Christian, Benito Cunill, James Gavin, Heinz Mueller, John Wrublik,, Brandon Howard,, Charles Kelso, Office of Budget, Congressman Patrick Murphy, Rick Scott, Governor, Marc Rubio, Gayle Harrell, Mary Lynn Magar, Bill Nelson, Patrick Murphy



**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Alison Troy  
6556 SE Mourning Dove Way  
Hobe Sound, FL 33455

Dear Mr. Phillips,

I'm speaking up for wildlife!

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

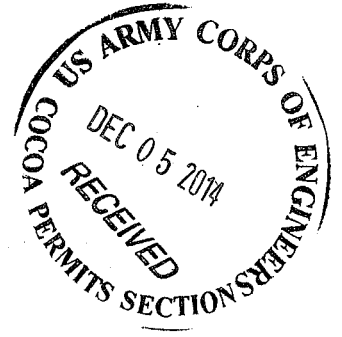
Scrub jays, gopher tortoises, gopher frogs, wood storks, and others warrant protection.

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

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

Sincerely,  
Alison Troy

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** m mercier  
3864 se old st lucie blvd, stuart florida 34996

The EIS Public Comments meeting in Stuart was poorly executed - the draft EIS a sham and All Aboard Florida's request to ruin an ecological treasure should be denied. SE Florida coast line is not place for trains.

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

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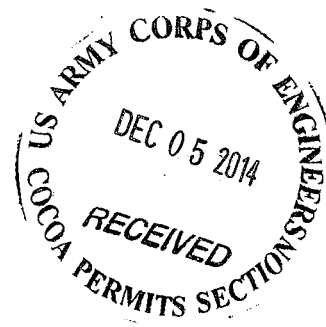
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: ryan helmig**

8705 se Bahama cir  
Hobe Sound fl 33455

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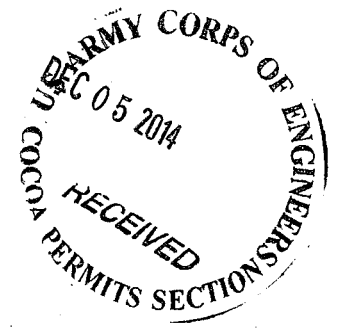
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Sincerely,  
ryan helmig

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



**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Wilette murphy  
6551 se federal hwy stuart fla 34997

Dear Mr. Phillips,

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

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

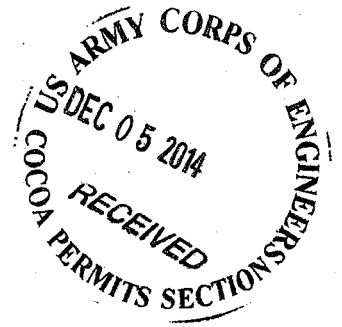
Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision:!

Thank you.

Sincerely,  
Wilette murphy

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Larry Cooper  
810 Floret Drive  
Palm Beach Gardens, Fl 33410

Dear Mr. Phillips,

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

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

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

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

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

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

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

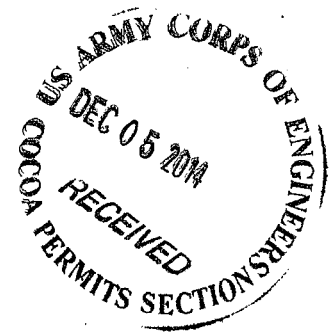
That information should be presented in a public forum conducted by the Army Corps of Engineers.

**The Army Corps of Engineers must hold a public hearing.**

Thank you for considering my point of view.

Sincerely,  
Larry Cooper

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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Pamela panarella  
1200 W. Island Club Sq.,  
Vero Beach, FL 32963

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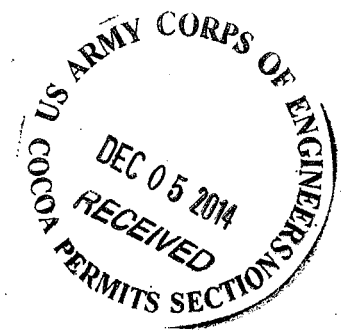
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Pamela panarella

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Laura Wenger  
2119 NW Sunset Blvd, Jensen Beach FL 34957

Dear Mr. Phillips,

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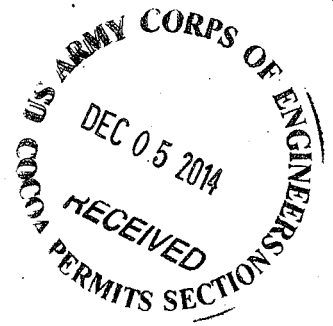
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Laura Wenger

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**TO: Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM: JOHN ROGERS**  
250 NE 3RD AVE #220, DELRAY, BEACH FL 33444

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

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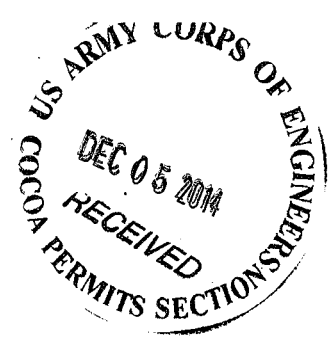
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Sincerely,

JOHN ROGERS

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



**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: MR/MRS ROBERT Y. GARRETT III**

202 SOUTH BEACH RD, HOBE SOUND, FLA , 33455-2507

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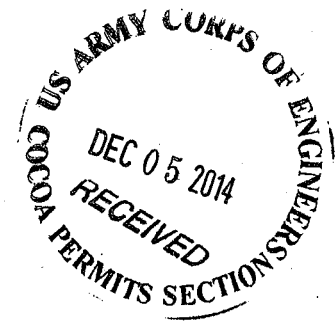
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** ruth mccormack  
3707 s palm drive, micco, fl. 32976

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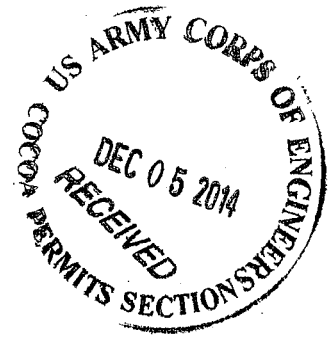
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** John R. Walkey, Esq.  
6893 SE Mourning Dove Way  
Hobe Sound, Florida 33455

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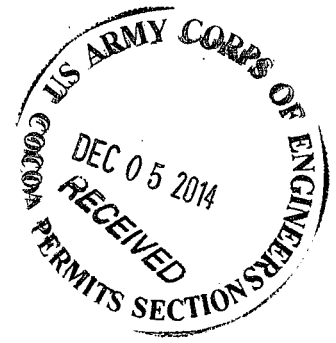
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Nathan Allen  
14 Gomez Rd., Hobe Sound, FL 33455

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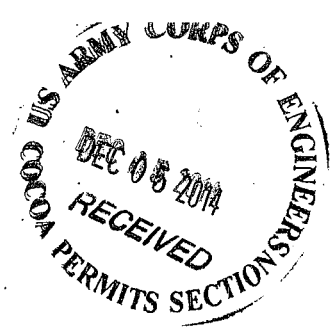
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Michael Van Etten  
9527 s.w. Eagles Landing  
Stuart, Fl 34997

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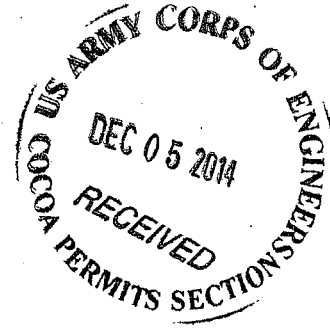
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** JAMES C. HENSLER  
7800 SE LITTLE HARBOUR DRIVE  
HOBE SOUND, FL 33455

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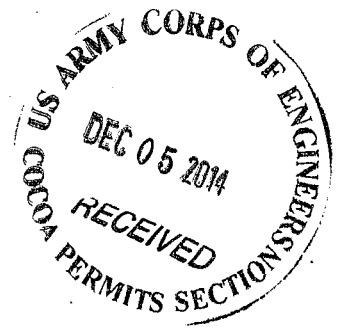
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Timothy Mahoney**

831 SE Stafford Drive Stuart, FL 34996

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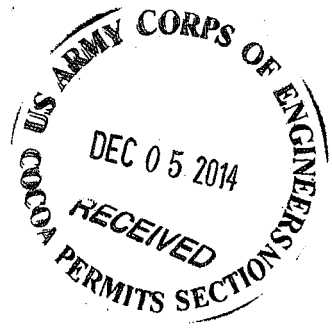
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Mary Hine  
775 NW Flagler Ave  
Stuart, FL. 34994

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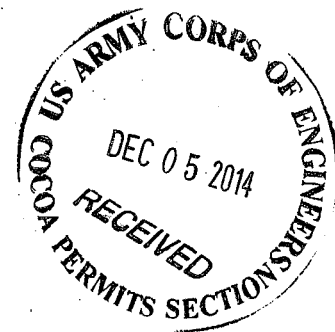
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Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.!

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Sincerely,  
Mary Hine

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** sally castle  
8030 se little harbor dr.h-1 hobe sound fl.33455

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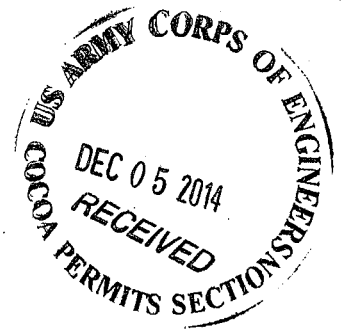
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Eleanor W Durling  
8148 SE Golfhouse Drive  
Hobe Sound, FL 33455

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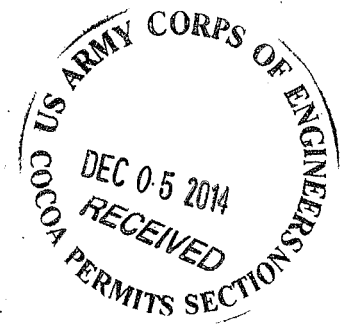
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

Sincerely,  
Eleanor W Durling

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





**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Pamela W. White

11418 SE Plandome Drive  
Hobe Sound, FL 33455

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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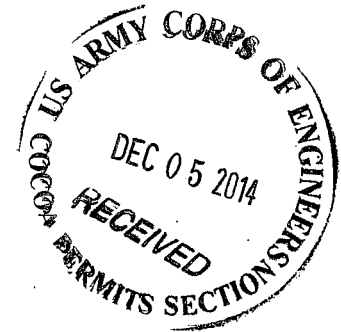
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Steve Wolfson  
1748 Jupiter Cove Dr #423  
Jupiter, FL 33469

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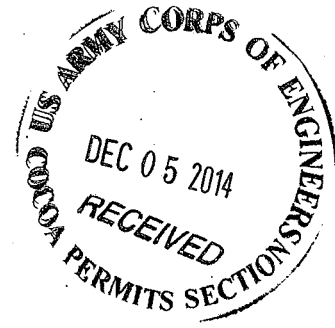
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Donna Davis  
246 lake dora dr west palm beach fl 33411

Dear Mr. Phillips,

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

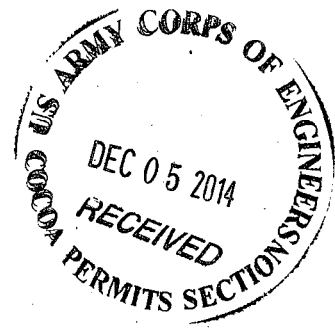
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Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.!

Thank you.

Sincerely,  
Donna Davis

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



**TO:**        **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     T Lytle  
4748 NW Winter Oak Ct  
Jensen Beach, FL 34957

Dear Mr. Phillips,

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

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

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

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

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

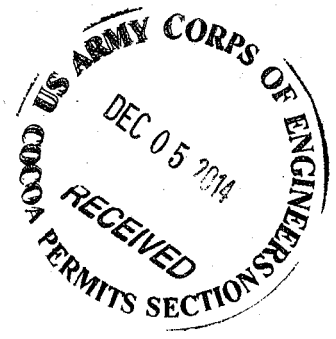
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Thank you for considering my point of view.

Sincerely,

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**TO: Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Isabel Shattuck**  
7897 SE Loblolly Bay Drive  
Hobe Sound, FL 333455

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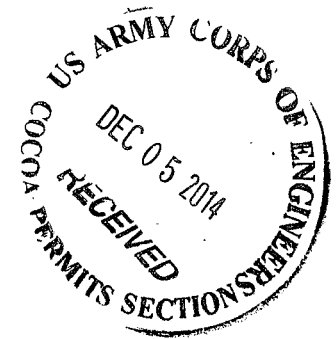


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Sincerely,  
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** PEG NORTON  
1704 COCONUT DRIVE  
FORT PIERCE, FL 34949

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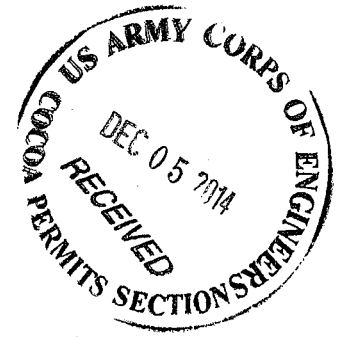
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Willard Wirth  
8030 SE Little Harbour Drive  
Hobe Sound, FL 33455

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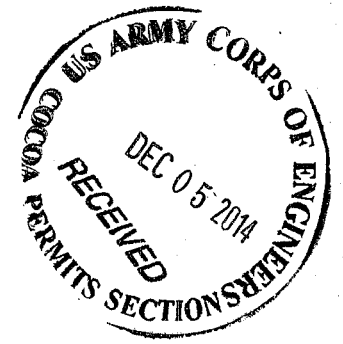
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Ronnie Anderson  
68 royal oak court1021 vero beach fl 32962

Dear Mr. Phillips,

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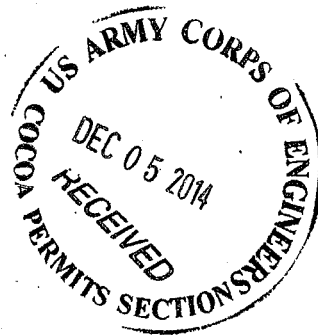
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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Marsha J Adams  
1795 N Garden Grove Circle, Vero Beach FL 32962

Dear Mr. Phillips,

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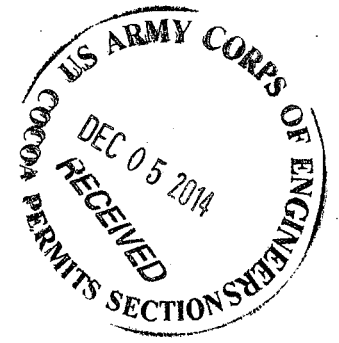
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Suzanne Ryan

116 Via Castilla, Jupiter, florida 33458

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Suzanne Ryan

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**Phillips, Andrew W SAJ**

---

**From:** Sally Stringer [salgal123@aol.com]  
**Sent:** Monday, November 17, 2014 6:50 PM  
**To:** Phillips, Andrew W SAJ  
**Subject:** [EXTERNAL] A Public Hearing Is Needed - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues

My Name: Sally Stringer

My Email: [salgal123@aol.com](mailto:salgal123@aol.com)

My Address:

1675 SW Crossing Circle  
Palm City, FL 34990

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

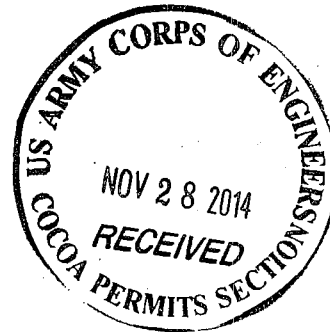
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Patrick Morris  
815 Ardmore Rd.  
West Palm Beach, FL 33401

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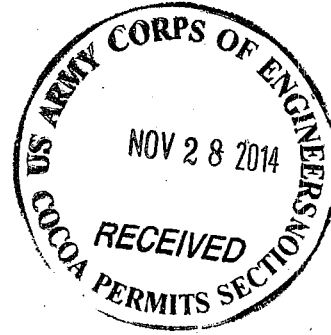
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**TO:** Andrew Phillips  
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1414 SHIRLEY COURT, LAKE WORTH FL 33461

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**TO:** **Andrew Phillips**  
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**FROM:** Danielle Ohanesian  
825 center street 52b Jupiter 33458

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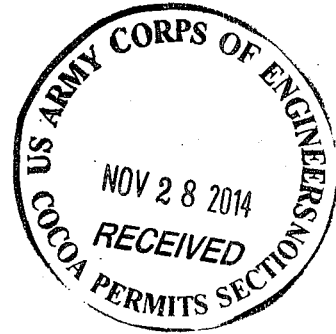
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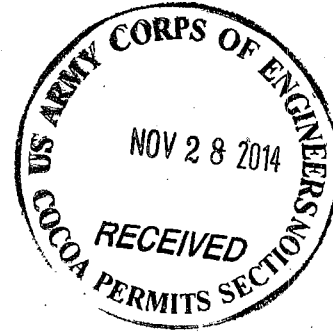
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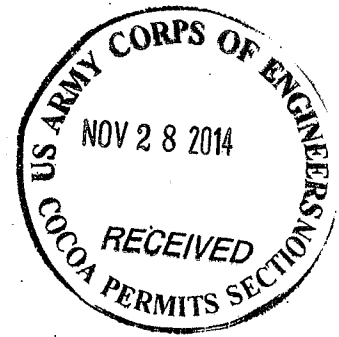
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Susan E Spring  
1821 S E Boma Ave.  
Port St. Lucie, FL 34952

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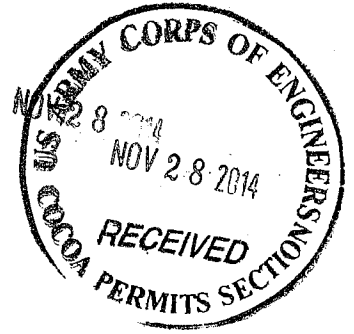
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Thomas Frederick  
1605 Majorca Place  
Vero Beach, FL 32967



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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Bernadette Molano  
1612 parkway court Apt.2  
Greenacres 33413 FL

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**TO: Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Carole Tronolone**  
Sebastian, florida 32958

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

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

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

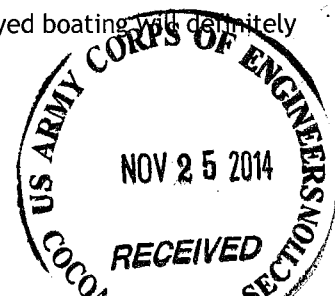
The study describes the impact as "minimal." **It is difficult to believe than an additional 32 trains plus 20 freight trains plus more additional freight coming up from Miami crossing the New River would not have any impact.**

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

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

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

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

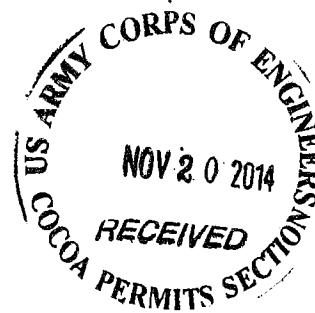


**The draft continues to misrepresent:** “The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9).”

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

Sincerely,  
Carole Tronolone

**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Amy Boyd  
3790 Spinnaker Court Fort Pierce, FL 34946

The EIS Public Comments meeting in Stuart was poorly executed.

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

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

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*Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park.*

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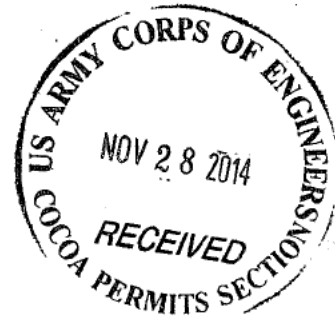
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*As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain.”*

Sincerely,  
Amy Boyd



**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** william obrien  
3854 outlook ct Jupiter, fla 33477

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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

Sincerely,  
william obrien

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

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Sincerely,  
Sally Stringer

**Recipients**

Designated Comments Email as Provided In EIS Draft

Governor Rick Scott

Senator Marco Rubio

Senator Bill Nelson

Ananth Prasad Florida Department of Transportation

Andrew Philips - US Army

David Keys

Evelyn Smart - Coast Guard

Congressman Paul Ryan



**Phillips, Andrew W SAJ**

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**From:** edermatt@comcast.net  
**Sent:** Thursday, October 23, 2014 7:56 PM  
**To:** Phillips, Andrew W SAJ  
**Subject:** [EXTERNAL] All Aboard Florida Project

Dear Mr. Phillips:

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

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

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

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

Another highly misleading data is the use of average gate closure time. While the 1 min 30sec is probably a realistic assessment for road crossings at fast speeds, it does not take into account the worst case scenario which will take place at the bottle neck across the St. Lucie River. Since this bridge will remain a single track bridge the potential for huge backups for boats on the river and vehicle traffic just north and south of the railroad bridge is a reality. The worst case scenario is that a north bound freight train and a north bound passenger train as well as southbound freight train and a southbound passenger train are approaching the St. Lucie River bridge at the same time. Assuming

that the two passenger trains will pass over the bridge first and the two freight trains will either have to slow down or stop and accelerate back up to allowable speed the total time for bridge closure can be much longer than the projected time of xx minutes, especially since the freight trains can be up to 12000 ft in length. This not only affects boat traffic but major vehicle arteries that would be closed much longer than advertised in the DEIS. AAF should be challenged to provide this local closure time projection to provide the residents of Stuart with the impact of this project.

Something else that is missing in this report is a probabilistic analysis of the potential of train mishaps occurring since there will be significantly more total train traffic. The curvature of the track just north of the St Lucie River does not allow straightening the track since US 1 borders the west side of the track, the outside of the track curve, and is still in the single track bottle neck area. This concern is based on a potential disaster if an accident were to happen at the bridge and a toxic chemical spill could ruin the river environmentally and the local area economically for many years. We all remember the BP oil spill in the Gulf, and accidents do happen and most like in the congested bottle neck areas. A freight train did derail just north of the bridge in the sharp curvature section of the track in 2004, it is more than a possibility it is reality.

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

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

**Phillips, Andrew W SAJ**

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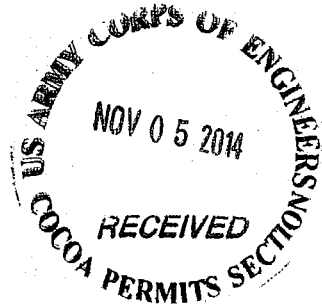
**From:** edermatt@comcast.net  
**Sent:** Thursday, October 23, 2014 8:31 PM  
**To:** Phillips, Andrew W SAJ  
**Subject:** [EXTERNAL] Fwd: AAF DEIS Comments By Mistake

Please accept my sincere apologies for inadvertently sending you a very, very rough draft of my comments on the AAF project. I will send you the final version in a few days.

Sincerely,

Matt Eder

R.C.DIX, SR.  
2424 Burns Ave.  
Melbourne, FL 32935  
321-254-4779



Mr. Andrew Phillips  
Cocoa Permits Section  
400 High Point Dr., Suite 600  
Cocoa, FL 32926

November 4, 2014

RE: Florida Today Article on All Aboard Florida, 11/4/2014.

REF: Review process concerning wetlands, waterways & bridges.

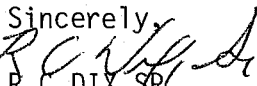
Dear Mr. Phillips:

I have some concerns about this project and the proposed construction along the SR 528 corridor, east to west.

Would you be able to provide me some type of map showing the proposed construction area(s) that shows the proposed bridges and what types of crossing are proposed to cross SR 520, I-95 and local rural roads.

Can you answer at this time, is the question of future road crossings being addressed in this application process and if not why not.

Thanking you in advance for your time and attention in this matter,  
I am,

Sincerely,  
  
R.C.DIX, SR.  
RCDSR/dr  
cc/file



**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Susan Lyle  
4260 Gator Trace Ave. #D  
Fort Pierce, FL 34982

The Corps of Engineers should not issue a permit for the destruction of wetlands when the primary beneficiary is a private, for-profit corporation. Instead of filling wetlands, all crossings of wetlands should be on elevated trestles. That is a minimization technique that might survive a legal challenge.

Fill in wetlands is likely to alter surface water flows and hydrology and adversely affect aquatic organisms. The Corps should deny the All Aboard Florida permit application.

Sincerely,  
Susan Lyle

**cc: Recipients:** Andrew Phillips, Army Corps of Engineers, Congressman Patrick Murphy, Senator Marco Rubio

*Please, please do  
not destroy paradise  
to put up a parking  
lot! Are we willing  
to sell our soul  
to the devil??  
Susan L.*

**Phillips, Andrew W SAJ**

---

**From:** Cheryl Kozloff [cheryl@kozloff.net]  
**Sent:** Friday, November 21, 2014 1:53 PM  
**To:** Phillips, Andrew W SAJ  
**Subject:** [EXTERNAL] A Public Hearing Is Needed - The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues

My Name: Cheryl Kozloff

My Email: [cheryl@kozloff.net](mailto:cheryl@kozloff.net)

My Address:

7186 SE Golfhouse Drive  
Hobe Sound, FL 33455

Dear Mr. Phillips,

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

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

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

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

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

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

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

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

**The Army Corps of Engineers must hold a public hearing.**

Thank you for considering my point of view.

Sincerely,  
Cheryl Kozloff

**Recipients**

Designated Comments Email as Provided In EIS Draft

Governor Rick Scott

Senator Marco Rubio

Senator Bill Nelson

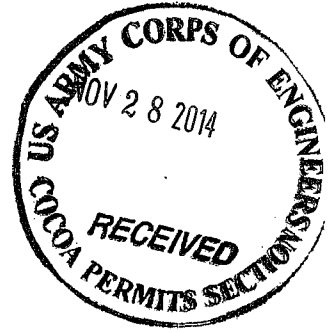
Ananth Prasad Florida Department of Transportation

Andrew Philips - US Army

David Keys

Evelyn Smart - Coast Guard

Congressman Paul Ryan



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Karen Gaskill  
1347 winding oak circle west  
Vero beach fl32963

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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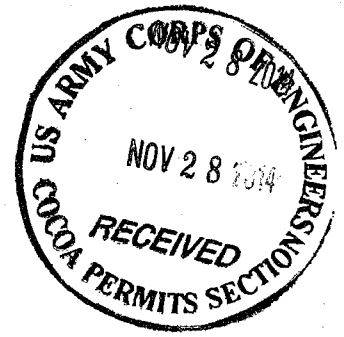
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

Sincerely,  
Karen Gaskill

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Victoria merci  
1449 Monroe St  
Hollywood

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Sincerely,  
Victoria merci

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



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Marilyn Suarez  
291 SE Wallace Terrace, Port St Lucie, FL 34983

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

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

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



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

Sincerely,  
Marilyn Suarez



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       William Lester  
7770 SE Little Harbour Dr. Unit A-2  
Hobe Sound, FL 33455

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Sincerely,  
William Lester

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Ruth Shunick  
20 Orange Ave 401 FL 34950

The EIS Public Comments meeting in Stuart was poorly executed - the draft EIS a sham and All Aboard Florida's request to ruin an ecological treasure should be denied. SE Florida coast line is not place for trains.

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

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Jane Gianoulis  
3135 3rd pl Vero Beach Florida 32968

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**TO:**       **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     b dobson  
9586 Fleming Grant Rd  
Sebastian FL 32976

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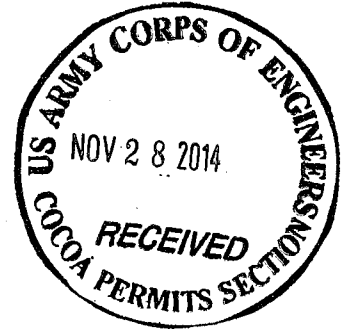
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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Joe Hackett  
111 Ashley Ct  
Jupiter, FL 33458

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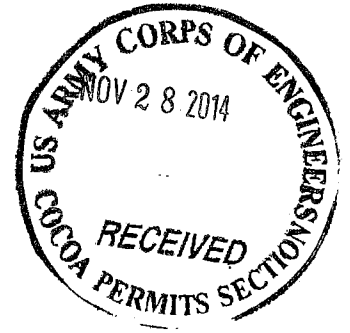
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Robert Lewis  
520 6th Street, Vero Beach, FL. 32962

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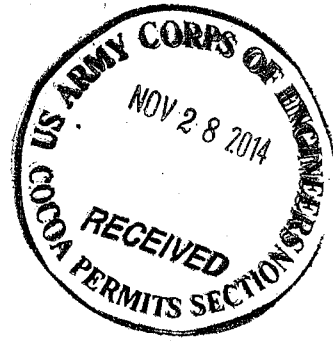
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** thomas patrell  
140 aldea dr. Sebastian, fl. 32958

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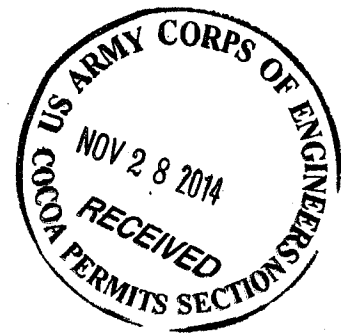
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Shari  
211 SW Gettysburg Dr Port Saint Lucie

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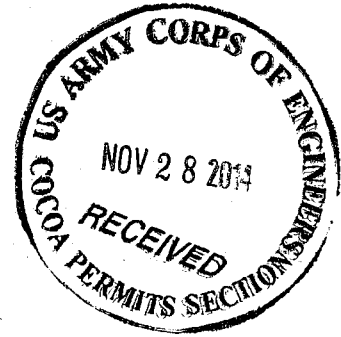
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Charles M. Brennan  
281 S. Beach Rd.  
Hobe Sound, FL 33455

Dear Mr. Phillips,

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without.

That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions.

In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

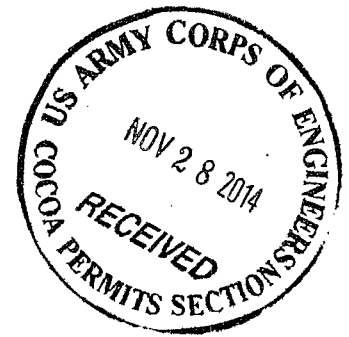
Sincerely,

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

**cc: Recipients:** Andrew Phillips, Army Corps of Engineers, Congressman Patrick Murphy, Senator Marco Rubio

**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Laura Williams  
24 Castle Hill Way  
Stuart, Fl 34996



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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Margaret Carpenter  
4179 SE Henley Lane, Stuart, FL 34997

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** James Markum  
1347 winding oaks circle west  
Vero beach, fl 32963

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Sincerely,  
James Markum

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





**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Karen  
Boca Raton

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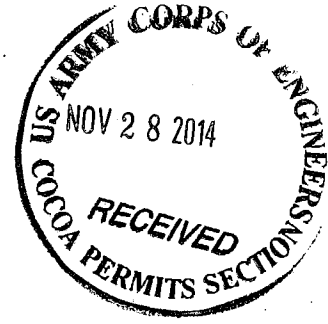
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Karen



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Karen Hudon  
4900 SE Hanson Circle  
Stuart, FL 34997

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Ingrid Peters  
2273 SE Bowie Street port St lucie Fl 34952

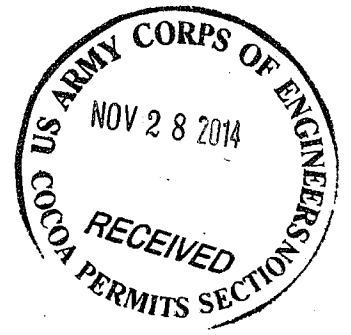
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Andrew Phillips  
Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive  
Cocoa, FL 32926

November 23, 2014

Dear Mr. Phillips,

I reside at 5958 SE Mourning Dove Way in Hobe Sound, Florida, 33455. Every time I read something else about Florida East Coast Railroad's proposal to add a ridiculous number of trains to its right-of-way between Miami and Orlando, I find yet another reason to question the sanity of the New York investors behind it. This time it is the environmental impact, and hence my plea to you to play serious hardball with the FEC.

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

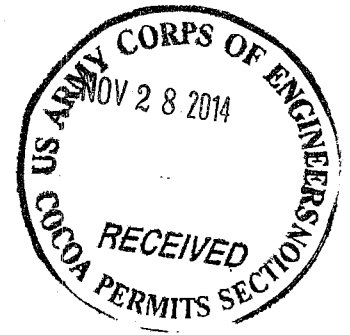
Please challenge the FEC to produce scientific data to support its claim that there will be minimal environmental impact on the wetlands under your supervision.

Thank you.

Rodney Day

cc: Governor Rick Scott  
Senator Joe Negron  
Senator Thad Altman  
Reps. John Mica, Corrine Brown, Daniel Webster, Lois Frankel





**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Robert Lewis  
520 6th Street, Vero Beach, FL. 32962

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** thomas patrell  
140 aldea dr. Sebastian, fl. 32958

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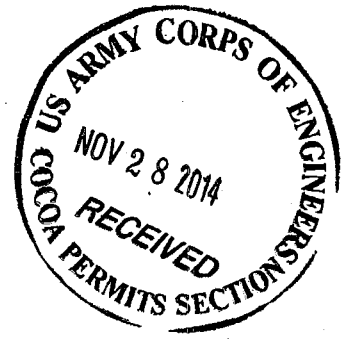
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Shari  
211 SW Gettysburg Dr Port Saint Lucie

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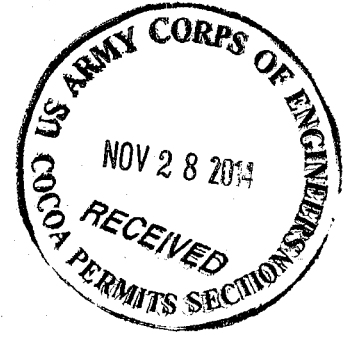
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Charles M. Brennan  
281 S. Beach Rd.  
Hobe Sound, FL 33455

Dear Mr. Phillips,

Florida has only a limited number of natural resources. We don't have oil or copper mines or endless forests. What we do have is water. And, water is one thing we can't live without.

That's why we ask that you conduct public hearings immediately on the All Aboard Florida proposal that threatens our precious wetlands. These areas are part of our most valuable natural resource and AAF is likely to contaminate these wetlands by running 32 diesel passenger trains through them every day.

How are the herons, the egrets and other wildlife supposed to survive the constant noise, vibrations and diesel fuel exhaust from these trains? In combination with the expected increase in freight traffic, birds and animals will be bombarded every day with more than 50 man-made invasions.

In the Draft Environmental Impact Statement (DEIS) and their own documents All Aboard Florida constantly claims they will improve quality of life. Whose life are they talking about? Surely not the birds who live in the wetlands, nor the humans who depend on underground water sources for every day living.

Water is one of our state's few natural resources. We must preserve this forever. Please do not permit All Aboard Florida to invade our wetlands without even allowing the public to offer a countering point-of-view based on facts. Schedule public hearings on the wetlands to let our voices be heard.

Thank you for your consideration.

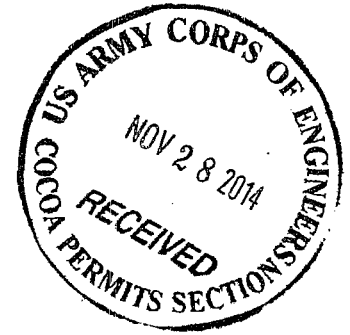
Sincerely,

A handwritten signature in black ink, appearing to read "CM Brennan".

**cc: Recipients:** Andrew Phillips, Army Corps of Engineers, Congressman Patrick Murphy, Senator Marco Rubio

**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Laura Williams  
24 Castle Hill Way  
Stuart, FL 34996



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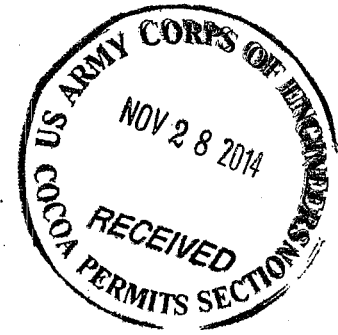
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Margaret Carpenter  
4179 SE Henley Lane, Stuart, FL 34997

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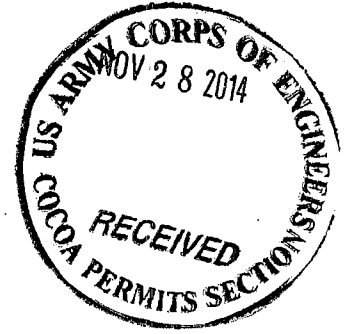
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Sincerely,  
Margaret Carpenter

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** James Markum  
1347 winding oaks circle west  
Vero beach, fl 32963

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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:**     Karen  
              Boca Raton

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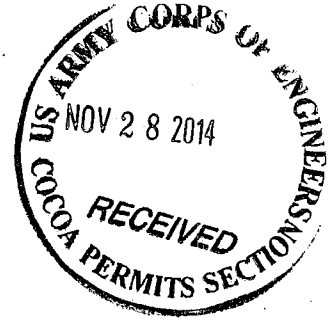
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Sincerely,  
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Karen Hudon  
4900 SE Hanson Circle  
Stuart, FL 34997

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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Ingrid Peters  
2273 SE Bowie Street port St lucie Fl 34952

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Andrew Phillips  
Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive  
Cocoa, FL 32926

November 23, 2014

Dear Mr. Phillips,

I reside at 5958 SE Mourning Dove Way in Hobe Sound, Florida, 33455. Every time I read something else about Florida East Coast Railroad's proposal to add a ridiculous number of trains to its right-of-way between Miami and Orlando, I find yet another reason to question the sanity of the New York investors behind it. This time it is the environmental impact, and hence my plea to you to play serious hardball with the FEC.

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

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

Thank you.

Rodney Day

cc: Governor Rick Scott  
Senator Joe Negron  
Senator Thad Altman  
Reps. John Mica, Corrine Brown, Daniel Webster, Lois Frankel



**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Joe H  
Abacoa  
Jupiter, FL 33458

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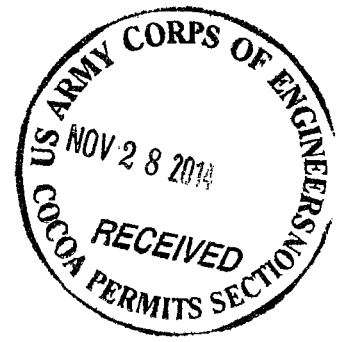
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Joe H

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



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       gabriel pace  
7145 se cricket court stuart fl 34997

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

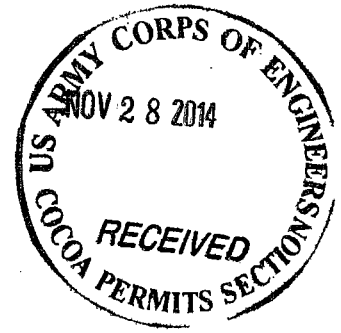
*The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its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

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

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

Sincerely,  
gabriel pace





**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Julia Clark  
2069 NW Estuary Ct  
Stuart, FL 34994

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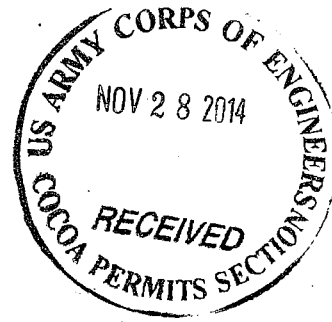
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Sincerely,  
Julia Clark

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



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       james crawford  
929 nw 11th. terrace stuart fl. 34994

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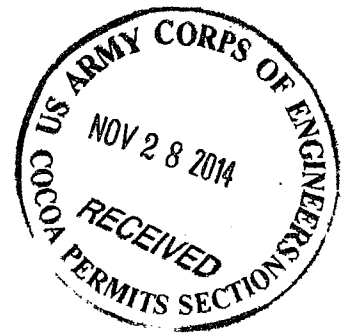
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**TO:**       **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Bellamy Jerry  
8900 First Tee Road  
Port Saint Lucie , Fl 34986



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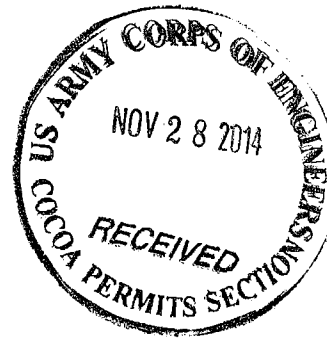
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

Sincerely,  
Bellamy Jerry

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** JoAnn Marshall  
1870 Cobis Drive  
Vero Beach, FL 32960

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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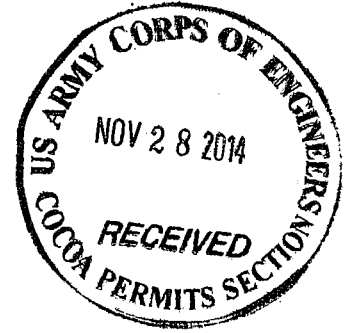
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Dawn Z  
Abacoa  
Jupiter, FL 33458

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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** len sucsy  
6598 SE Roanoke Court  
Hobe Sound, FL 33455

The EIS Public Comments meeting in Stuart was poorly executed - the draft EIS a sham and All Aboard Florida's request to ruin an ecological treasure should be denied. SE Florida coast line is not place for trains.

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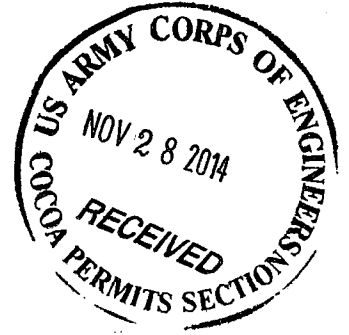
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:**       John Bunton  
2530 Marathon Ln. Ft. Lauderdale Fl. 33312

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

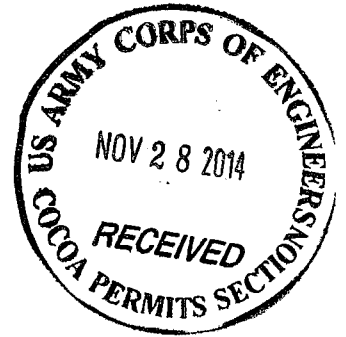
*The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its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

*The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat*

*shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.*

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

Sincerely,  
John Bunton



**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Tracy Sorensen  
5321 Banana Ave, Cocoa Fl

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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Larry Fox  
2600 SE Ocean Blvd. Stuart, Florida

Please don't issue a permit for wetland destruction without giving the public the opportunity to understand the potential short-term and long-term impacts of the project with a public hearing.

To quote Greg Braun, noted marine and wetland ecologist:

"It has taken me a while to catch on to the value of wetlands. Yes, I will admit that, for many years, I looked at them as wastelands - swamps, bogs, bug-infested places where my feet get wet and that I'd avoid whenever I could.

But as time has passed, and I've begun to learn about wildlife habitat, fisheries, groundwater percolation, evapotranspiration, the hydrologic cycle and the surficial aquifer, I'm now an advocate for wetlands. I like to watch the herons, egrets and even pre-historic looking wood storks as they forage in shallow wetlands. I've learned that wetlands are the natural resource equivalent of our kidneys, soaking up stormwater runoff during the rainy season, up-taking the nutrients through plant photosynthesis and filtering pollutants as our underground water table is re-charged.

I'm concerned, now that I'm aware that the All Aboard Florida project is requesting approval from the Corps to destroy over 160 acres of wetlands. I've tried to sift through the 1000+ pages of the Draft Environmental Impact Statement to learn more about where the wetlands are that would be impacted, to get an understanding of their relative value, how the avoidance, minimization and mitigation procedures have been followed, and to understand if buying mitigation credits will adequately offset the loss of existing wet lands. Unfortunately, I'm still unclear on a number of detailed issues, including whether or not double-tracking, side lanes and triple-tracking will occur in wetlands that I value."

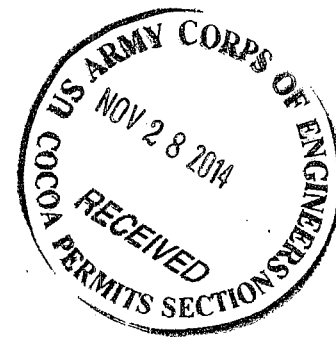
We respectfully ask that the Corps of Engineers hold a series of public hearings at locations along the rail route. You hold the future of these precious, limited wetlands in your hands. Please give interested members of the public the opportunity to focus on the

watersheds that will be impacted and get a better understanding of the extent to which destroying wetlands will adversely affect bird foraging habitat, fish populations and the Indian River Lagoon.

Sincerely,

Larry Fox

Handwritten signature of Larry Fox in black ink.



**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** scott sheridan  
594 banyan dr  
west palm beach fl 33415

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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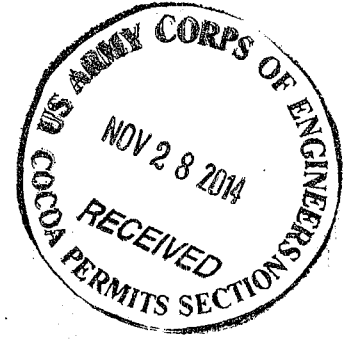
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**The draft continues to misrepresent:** “The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9).”

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

Sincerely,  
scott sheridan

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Gary Nulton  
1320 10th Manor, Vero Beach, FL

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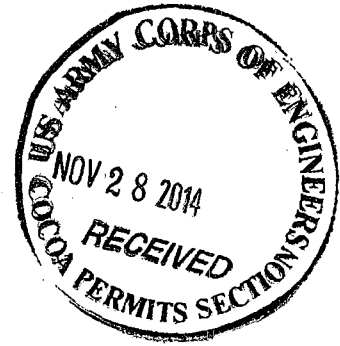
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**TO:** Andrew Phillips Army Corps of Engineers

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** John Benish

1080 SE Ladner St, Port Saint Lucie, Fl.34983

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November 26, 2014

To: Mr. Andrew Phillips  
Cocoa Permit Section  
400 High Point Drive, Ste. 600  
Cocoa, FL 32926



Re: All Aboard Florida  
Request for a Public Hearing before Permitting

Dear Mr. Phillips:

In May of 1997, my wife and I purchased a piece of property in fee simple and improvements on the east side of and adjacent to the Florida East Coast (FEC) Railroad tracks. We later learned that the tracks had at one time been a double track through the area, which is today a single track totally dedicated to freight transportation. When we purchased we were concerned about our proximity to the tracks and, subsequently, took action to modulate its noise and vibration impact on our enjoyment of our new home by planting a large number of trees both on our property and unimproved property closer to the tracks with permission from the owner. Subsequently, we added an addition to our home that included two bedrooms and a screen porch on the west side of our property facing the tracks. We, also, had a contractor fill with cement the hollow portion of the concrete brick construction giving us a total concrete barrier between the train and our living quarters. Ultimately, my wife and I chose to retire here in Florida, and we have now lived happily in that home for the past 17 years. We have been conscious of the fact that the freight traffic has become heavier, the length of the trains increased, and more recently, the number of trains more frequent.

I am a lawyer by training who has had a career in a private practice, served as a Public Service Commissioner in the State of Missouri, was a charter member of the United States Postal Rate Commission, and then served 23 years as a corporate executive prior to retirement. As a Public Service Commissioner, I conducted hearings authorizing the take-off of intrastate passenger travel of the railroads then serving cities between St. Louis and Kansas City. The railroads were in a contest not to be the last trains authorized to discontinue service between the two cities. At the Postal Rate Commission I participated in the first rate case that authorized, among other things, raising the first-class stamp rate from six to eight cents. That first rate case lasted a full year and a half and involved drafting the rules of procedure, hearing the evidence presented by the postal service employees and customers, and making findings of fact and conclusions of law.

My wife went to work for IBM as a programmer in 1958 and then founded her own information technology services business, Systems Service Enterprises, Inc. (SSE) in 1966 that continues to this day under the leadership of our daughter. My wife was privileged to serve on the Eighth District Federal Reserve Board in St. Louis for five years, concluding her term as Chairman of the Board for the last two years.

At issue is the FEC's initiative called All Aboard Florida (AAF) to introduce high-speed rail passenger service between Miami and Orlando on its freight tracks. We will not attempt here to address the laws governing the administrative hearings and the denial of the right of cross examination by the railroad's procedures, which presumably will be addressed by the courts. Suffice it to say that the FEC Open Hearings on the Environmental Statement (EIS) draft, denied the right of citizens to be heard. The hearings were a sham. There was no hearing; it was only an opportunity for the FEC to educate the attendees about its AAF proposal.

The key concerns are summarized as follows:

**Transportation:**

The idea that the yet to be built locomotives, pulling passenger trains a 110 miles per hour through populated areas of the Treasure Coast, is ill-conceived. First of all, the locomotives to pull such passenger trains have not been designed yet; and no contracts for their production and delivery have been signed, in so far as any public notice has been given. Further, there is no information available about the design of the train passenger cars themselves. The public has been required to rely only on the statements from the AAF that their target for operations is sometime in 2016.

**Safety:**

Safety concerns have not been addressed. In fact, the only information from AAF has been that they plan to use existing rail facilities used for their freight trains, which do not travel at more than 60 miles per hours, and only then have limited space along the rail lines.

We were told by AAF representatives at the Public Open Hearing that we attended on Salerno Road on Oct. 30th that there were plans for new train signals along the line which would be specifically designed for the new high speed trains, but no further information is available. The idea of using existing freight facilities for passenger trains travelling at 110 miles per hour is without merit.

**Emergency Response:**

The Hobe Sound area where we own residential property along the existing freight line is accessible only by crossing the railroad tracks; and, therefore in cases of emergencies, with the increased number of closed crossings the first responders would be delayed getting critically injured or sick patients to hospitals or emergency rooms.

**Real Estate Values:**

The increased number of freight trains along with the addition of 32 high speed passenger trains each day will clearly reduce the value of our property that abuts the tracks. Adding a second track will literally cut into our property, further reducing the size and value.



**RIFF Loan:**

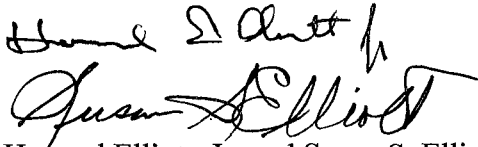
There has been little information about the application of a loan for \$1.6B from AAF other than the fact they plan to apply for such a loan. Such a loan will require backing by taxpayer dollars, in spite of the fact that there has been no profitable passenger travel since the 1960's.

**Infrastructure:**

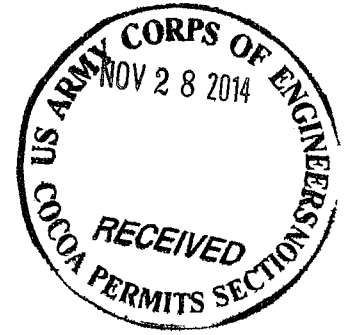
Trying to utilize the 1930's infrastructure for a 2016 up to date transportation system is not feasible. The bridges have all they can do to handle existing freight traffic, much less trying to accommodate high speed passenger service. The St. Lucie and Loxahatchee railroad bridges badly need replacement now, as opposed to later, and certainly cannot accommodate high speed passenger travel.

In conclusion, a more rational approach to the concerns about AAF and the Treasure Coast would be to install the proposed passenger rail tracks along a new right-of-way west of the Treasure Coast connecting Miami to Orlando. Another alternative would be to utilize the existing CSX lines west of the Treasure Coast, or both. Recently, the Stuart News had an article that suggested building tracks from West Palm along the I95 and Toll Road right-of-way. Regardless of the alternatives available, it is critical that AAF be stopped so that we can preserve the peace and beautify of Florida's Treasure Coast.

Sincerely,



Howard Elliott, Jr. and Susan S. Elliott  
6820 SE Wood Lark Lane  
Hobe sound, FL 33455  
[ace Elliott@aol.com](mailto:ace Elliott@aol.com)  
[ss Elliott@SSEinc.com](mailto:ss Elliott@SSEinc.com)



**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Charles Bagby  
46 S Beach Road  
Hobe Sound, FL 33455

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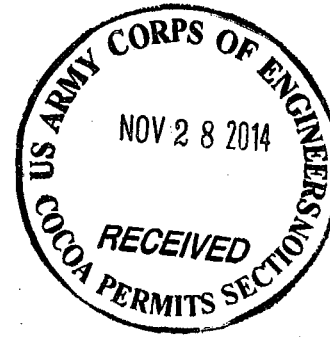
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**cc: Recipients:** Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Senator Marco Rubio, Senator Bill Nelson, Ananth Prasad Florida Department of Transportation, Andrew Philips - US Army, David Keys, Evelyn Smart - Coast Guard



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** nancy micciche  
2155 se trillo st. Port st lucie fl 3495

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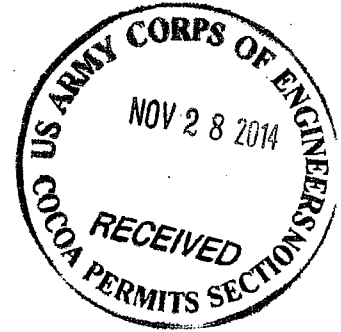
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Connie Gallon  
720 Bocce Court  
Palm Beach Gardens Fl. 33410

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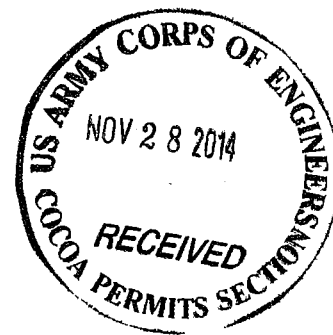
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Joann Miner  
8237 Forest Hills Rd, Melrose, FL 32666

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** david amerine  
6430 baker road keystone heights fl 32656

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Bryan Fleming  
6526 sw kanner hwy #330 Stuart fl 34997

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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Barbara Annear  
3073 SE Doubleton Drive  
Stuart FL 34997

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Bonnie Dye  
8361 SE Pilots Cove Terrace, Hobe Sound, FL 33455

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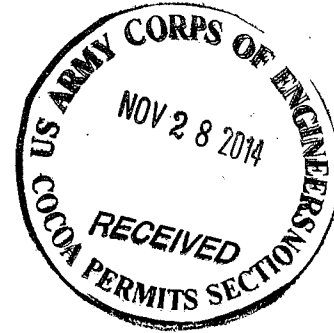
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Joe Steib  
33 Wingo street  
Tequesta fl.33469

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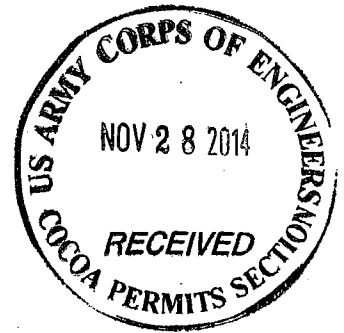
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Sincerely,  
Joe Steib



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Gina Henebury  
2237 Sw culpepper  
Port st lucie fl 34953

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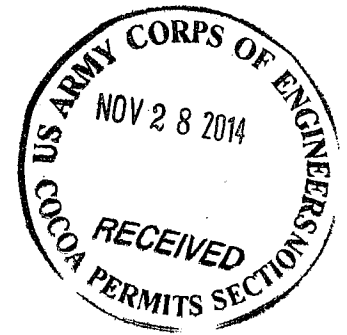
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**cc: Recipients:** Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Senator Marco Rubio, Senator Bill Nelson, Ananth Prasad Florida Department of Transportation, Andrew Philips - US Army, David Keys, Evelyn Smart - Coast Guard



**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Luke Hmiel  
239 Fairway East  
Tequesta, FL 33469

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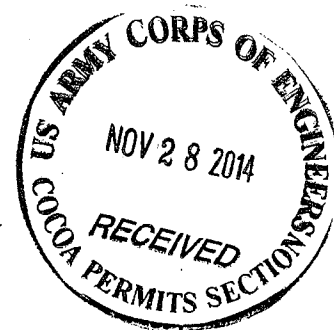
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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Dawnella Weaver  
1615 Thumb point Drive  
Fort Pierce, Florida 34949

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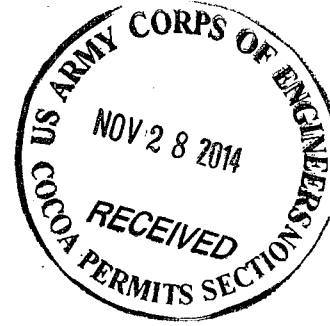
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** mary anne daniels  
5675 travelers way, fort pierce, fl 34982

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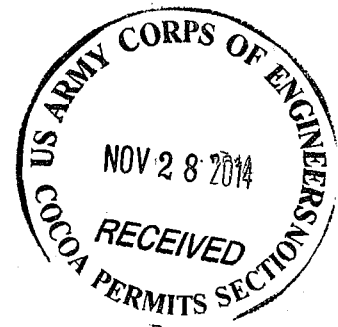
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Deborah Lombardo  
7689 SE Eagle Ave, Hobe Sound Fl 33455

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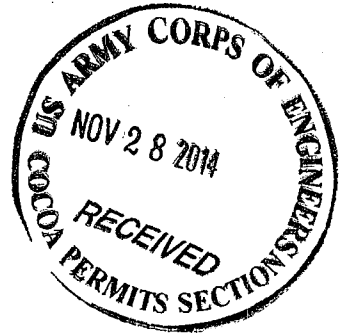
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Kevin Madden  
160 S River Road  
Stuart, Fl 34996

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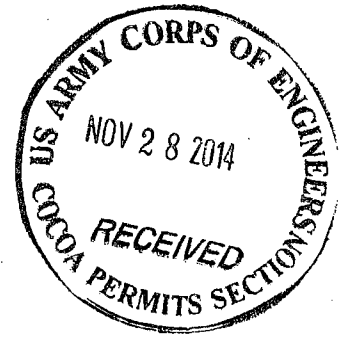
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       George MacLean  
4458 SE Waterford Drive

Stuart, Florida 34997

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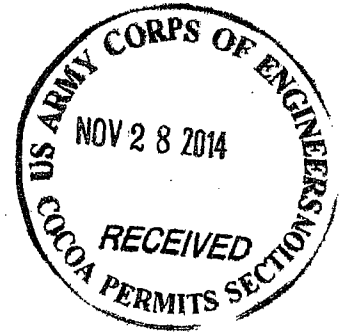
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Peter Menedis  
1716 Nature Ct  
Palm Beach Gardens, FL 33410

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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Margaret Braunstein  
5283 SW Landing Creek Drive  
Palm City, FL 34990

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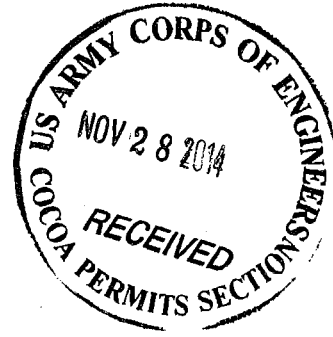
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Sincerely,  
Margaret Braunstein

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Frederick Skibik  
106 Ridge Circle, Fort Pierce, Florida 34982

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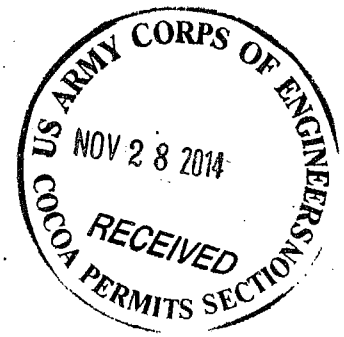
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Frederick Skibik



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** matt mone  
100 Beach Rd  
Tequesta, FL 33469

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**TO:**

*Mr. Paul Baumer*

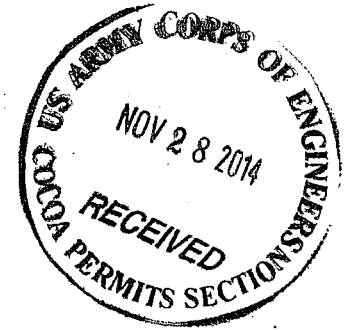
**1200 New Jersey Avenue S.E.**

Washington , DC 20590 Andrew Phillips

Cocoa Permits Section

400 High Point Drive, Suite 600

Cocoa, Florida 32926



**FROM:**

Bill Escue

2 Banyan Road

Stuart, FL 34996

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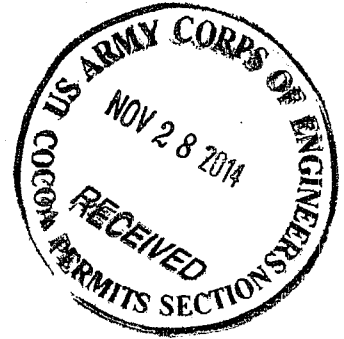
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Michael Fowler  
1654 SE Fallon Dr  
Port Saint Lucie, FL 34983

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Diane Ruhle  
4300 se st luice blvd, stuart fl 34997

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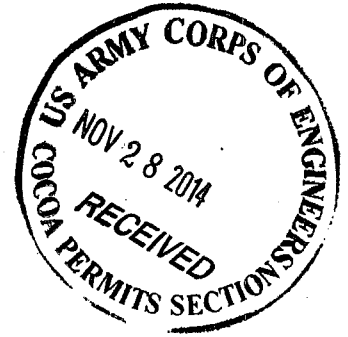
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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:**    Patricia Van Gorden  
19 Arborvitae Drive Jensen Beach, FL 34957

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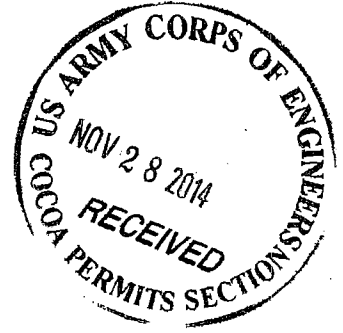
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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     raymond haines  
2200 sw brookhaven way  
palm city fl 34990

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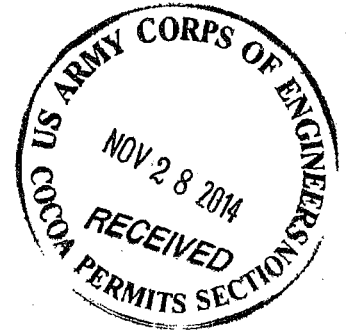
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**TO:**       **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Patricia Horn  
PO Box 1470  
Fellsmere, Florida 32948



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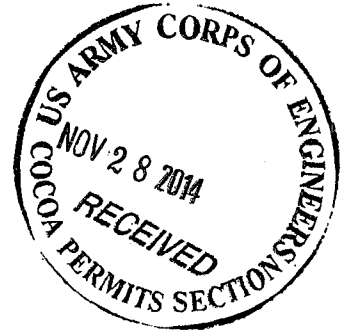
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** David C Thatcher  
2507 SE West Blackwell  
Port St Lucie FL 34952

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** David Jaeger  
866B Dahlia Lane, Vero Beach, Florida 32963

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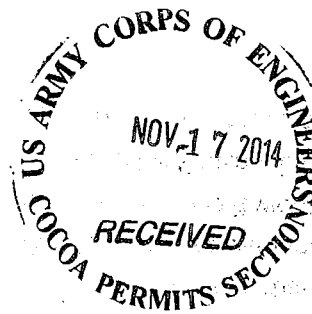
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***We need to be protecting our life support systems that remain on earth. As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."***

Sincerely,  
David Jaeger

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



November 14, 2014

Mr. Andrew Phillips  
US Army Corps of Engineers  
Coca Permit Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

Dear Mr. Phillips:

1000 Friends of Florida is writing in support of the request you have recently received from both the Guardians of Martin County and the Martin County Board of Commissioners regarding a request that the Corps of Engineers conduct one or more public hearings on the Section 404 Wetland Permit being requested for the All Aboard Florida Project.

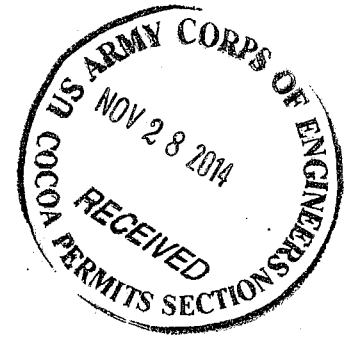
We agree that in order to comprehensively consider the public interest served by this proposed project that the public should be allowed to make comments regarding jurisdictional wetland impacts. The Draft Environmental Impact Statement did not provide any details regarding wetland impacts other than siting the acres impacted by several alternatives. For this reason, we believe it would be most appropriate to hear from citizens regarding such impacts with respect to reasonably foreseeable detriments, cumulative impacts, and how any contrary finding to the public interest would be made.

Thanking you for your time and considerations, I am

Sincerely,

Charles G. Pattison, FAICP  
Policy Director





**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** scott sheridan  
594 banyan dr  
west palm beach fl 33415

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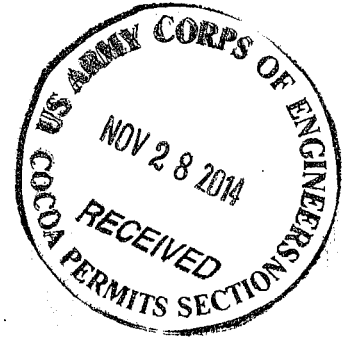
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**The draft continues to misrepresent:** “The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9).”

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

Sincerely,  
scott sheridan

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



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Gary Nulton  
1320 10th Manor, Vero Beach, FL

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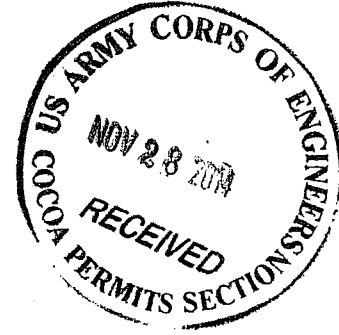
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Lili Wolfson  
1748 Jupiter Cove #423  
Jupiter Fl 33469

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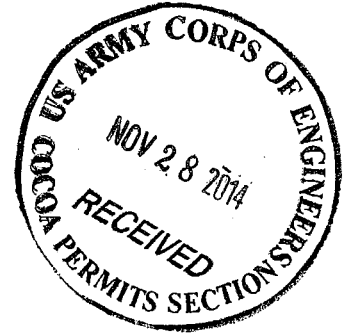
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** charles ligare  
766 NE River Terrace Jensen Beach, FL 34957

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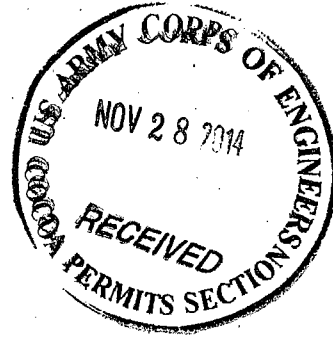
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** evelyn lyon  
40 Gomez Road, Hobe Sound, FL 33455

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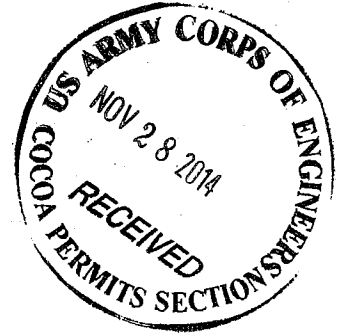
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Mabel Wasson  
2402 Newport Dr. Ft. Pierce, Fla.



The EIS Public Comments meeting in Stuart was poorly executed - the draft EIS a sham and All Aboard Florida's request to ruin an ecological treasure should be denied. SE Florida coast line is not place for trains.

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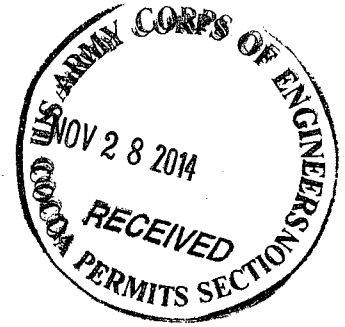
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Ruth Mead  
103 Grassy Trail  
Hobe Sound, FL 33455



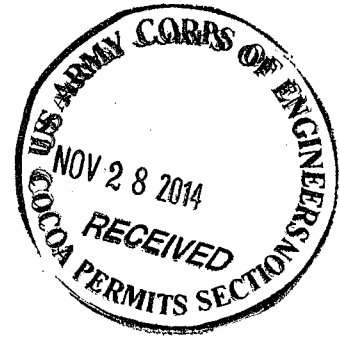
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** John Benish  
1080 SE Ladner St, Port Saint Lucie, FL 34983

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805 S. Indian River Dr.  
Ft. Pierce. Fl. 34950  
November 26 2014

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



Dear Mr. Winkle,

I am writing in opposition to the proposed ALL ABOARD FLORIDA HI – SPEED TRAIN that would travel through my town and my community at speeds up to 110 mph – 32 times a day.

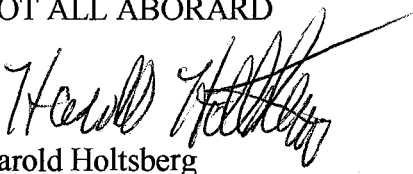
It is totally ridiculous to run trains at high speed through coastal communities along the treasure coast that have been known for there quite, reserved living standards that have appealed to so many who sought Florida and the coastal communities for a more relaxed place to enjoy there retirement years.

The untold environmental and safety hazards created by 32 trains a day will destroy the economic progress that has been made in Ft. Pierce and neighboring communities. These cities and the residential areas will be hampered by the untold noise and vibrations.

Passenger service was suspended by FEC railroad many years ago. Ed Ball head of FEC realized passenger services was a losing enterprise. Amtrak is a glaring example of the financial burden it has placed on the U.S. Government.

The HI-speed passenger service is not needed and never be needed along the mid-Florida east coast communities.

NOT ALL ABORARD

  
Harold Holtsberg

  
Mae Holtsberg

Cc: Andrew Phillips  
Army Corp of Engineers

805 S. Indian River Dr.  
Ft. Pierce. Fl. 34950  
November 26 2014

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



Dear Mr. Winkle,

I am writing in opposition to the proposed ALL ABOARD FLORIDA HI – SPEED TRAIN that would travel through my town and my community at speeds up to 110 mph – 32 times a day.

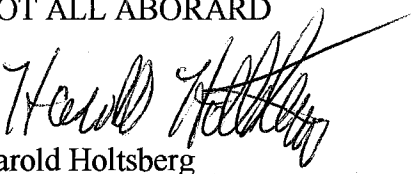
It is totally ridiculous to run trains at high speed through coastal communities along the treasure coast that have been known for there quite, reserved living standards that have appealed to so many who sought Florida and the coastal communities for a more relaxed place to enjoy there retirement years.

The untold environmental and safety hazards created by 32 trains a day will destroy the economic progress that has been made in Ft. Pierce and neighboring communities. These cities and the residential areas will be hampered by the untold noise and vibrations.

Passenger service was suspended by FEC railroad many years ago. Ed Ball head of FEC realized passenger services was a losing enterprise. Amtrak is a glaring example of the financial burden it has placed on the U.S. Government.

The HI-speed passenger service is not needed and never be needed along the mid-Florida east coast communities.

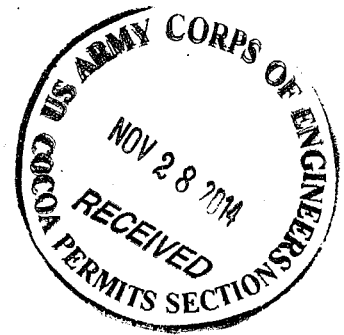
NOT ALL ABORARD

  
Harold Holtsberg

  
Mae Holtsberg

Cc: Andrew Phillips  
Army Corp of Engineers

**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Barbara A. Youngblood  
6821 SE Wood Lark Lane  
Hobe Sound, FL 33455

The Environmental Impact Statement for All Aboard Florida Does Not Adequately Address Environmental Issues - the permit should be denied. SE Florida coast line is not place for trains.

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

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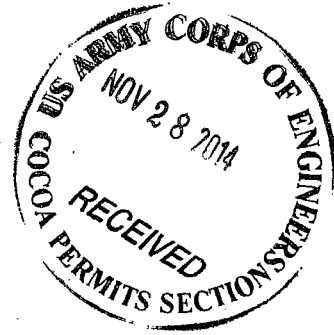
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*shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.*

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

Sincerely,  
Barbara A. Youngblood

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



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:**       Joseph Fleury  
182 NW Broken Oak Trail  
Jensen Beach 34957

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Sincerely,  
Joseph Fleury

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**TO:** **Andrew Phillips Army Corps of Engineers**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

NOV 28 2014

**FROM:** Stephen M McPherson  
11639 SE Florida Ave  
Hobe Sound, FL 33455

I'm speaking up for wildlife!

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

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

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

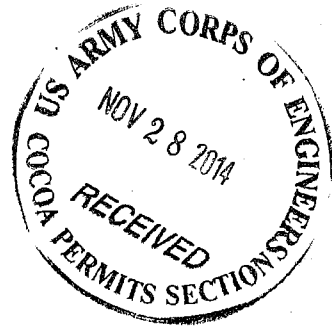
Based on years of monitoring along major infrastructure corridors in Everglades National Park, we know wildlife crossings work. The Corps should not issue a permit until All Aboard Florida conducts studies that are intensive enough to submit plans for minimization of impacts to wildlife.

Sincerely,  
Stephen M McPherson



**cc: Recipients:** Andrew Phillips, Army Corps of Engineers, Congressman Patrick Murphy, Senator Marco Rubio





**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM: Katherine Carew**  
862 seahouse dr  
Port st Lucie, fl. 34983

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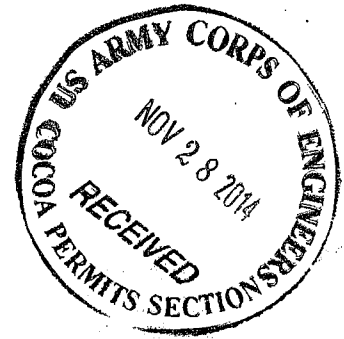
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**TO: Andrew Phillips Army Corps of Engineers**

Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** thomas stermer  
9818 marina blvd #1207  
Boca raton, fl 33428

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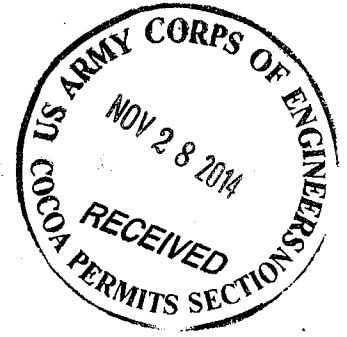
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** patty wood  
766 NE River Terrace Jensen Beach FL 34957

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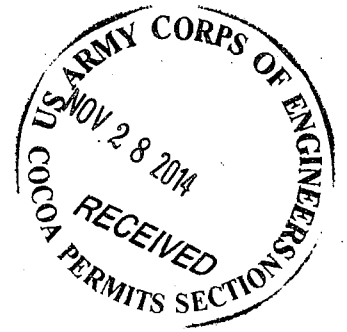
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**TO:** Andrew Phillips Army Corps of Engineers  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** KATHarine Miller  
103 River Rd, Hobe Sound, FL 33455

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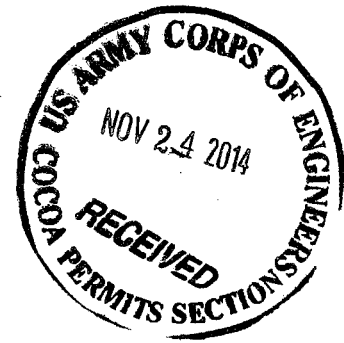
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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Gregg Eddie  
1223 Cheyenne Drive Indian Harbour Beach, Fl. 32937

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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

NOV 24 2014

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

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

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

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

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

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

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

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

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

**The draft continues to misrepresent:** "The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St.

Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9).”

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

Sincerely,  
Larry Fox

**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Carol Tarble  
916 Shorewinds Dr. Apt C Fort Pierce, FL 34949

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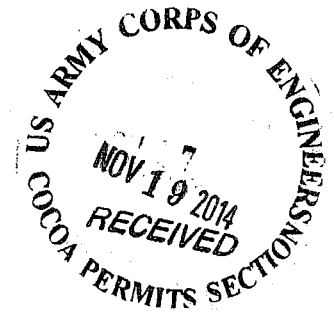
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Sincerely,  
Carol Tarble

**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** robert golino  
1094 nw federal hwy stuart fl 34994



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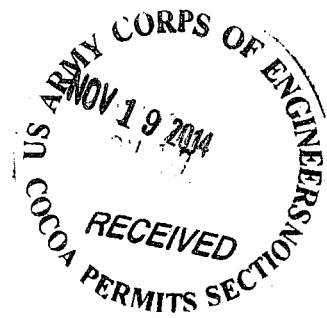
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Val collins  
4009 sw hablow

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**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** Virginia Searle  
882 SW Falcon Street, Palm City, FL 34990

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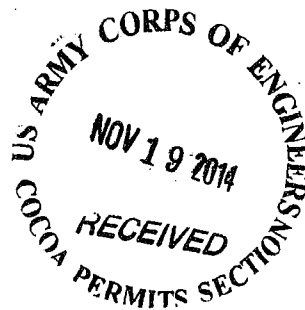
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106 OCEAN DUNES CIR, JUPITER, FL 3347



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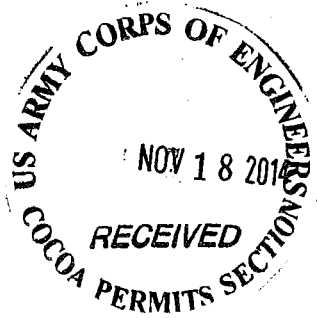
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Patricia Hammock  
165 Riverview Drive  
Melbourne, FL 32901

November 10, 2014

RE: All Aboard Florida

To Whom it May Concern;



I am writing this letter in hope of getting some honest answers about the high speed rail from Orlando to Miami which will go into service in the near future. According to the reports I have read the train will travel at speeds in excess of 110 miles per hour and will only stop in Miami, Ft. Lauderdale and West Palm. I've also read that 32 trains per day will run through our area, 16 going north and 16 going south! Boy, talk about noise pollution! What about the cargo trains that are already running and are those going to increase as well?

What I want to know is who really benefits from this? Is the the State, the banks or the conglomerates? The general public in our area and the environment will not benefit from it. Our roads are already stressed out due to overgrowth and our railroad crossings are antiquated, not always reliable and now traffic will have to stop every 30 minutes for more trains. This is just useless to the general public!

Our economy is already on a downward spiral, regardless of what we are being told and now property values along this path are going to decline due to this anticipated monster!

The noise issue with the horn was addressed as putting a buffer zone by the crossings but what about all the horn blasts as the trains pass by the homes along the tracks before the crossings? It will simply be unbearable.

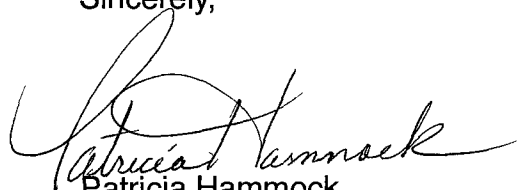
Another issue will be the danger of such high speed trains, pedestrain and vehicle traffic. There are already numerous fatalities with the cargo trains and Amtrak trains. What about people who are trying to get to and from work? This is going to cause huge traffic headaches for those traveling from the coast inland. Are the needs of the public going to be ignored again for the sake of big money conglomerates?

Why wouldn't it be wiser to build the new tracks along the I-95 corridor which has already been approved for noise levels and environmental issues which would take it out of the general public environment? Again, I ask you to convince me that this is a good idea for the majority and not just for the elite few. Progress is a great thing but only if it is in the interest of the majority of the people and only if in the right direction.

We can only be good stewards of our state and country as long as our elected officials are willing to not compromise our environment and our general public interest! We are the people who live here year 'round and support the state not the few who will ride the train from Orlando to Miami. It makes me wonder if all this is just so big business will be able to transport more foreign goods from one place to another...once All Board Florida fails.

I'm waiting for a common sense reply.

Sincerely,



Patricia Hammock  
Patricia Hammock  
Concerned citizen



**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       B. Dobson  
9586 Fleming Grant Rd  
Sebastian FL 32976



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**TO:** **Andrew Phillips Army Corps of Engineers**  
 Cocoa Permits Section  
 400 High Point Drive, Suite 600  
 Cocoa, Florida 32926

**FROM:** Diane W Quinn  
 7900 SE Loblolly Bay Drive  
 Hobe Sound, FL 33455

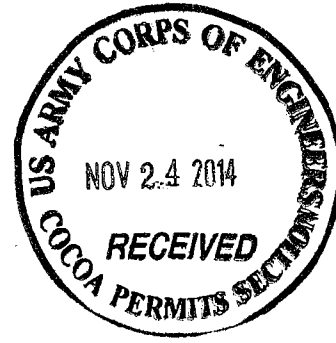
**Table S-2 of the EIS Draft** claims "***no adverse effects on Communities and Demographics.***" Those of us who live here disagree. For example, no where does it disclose the effect of bridge closings on automobile traffic. The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings" are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and supporting other residents.

**Here is a summary: All Aboard Florida negatively impacts:**

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

In Stuart Florida - here is the impact

- Average Freight Train length: 8,150 up to two miles long
- Includes 2 locomotives and 101 freight cars
- In Stuart Florida, a stopped train stretches across all 6 intersections within Stuart City limits - Joan Jefferson, Colorado, MLK, Florida, Dixie (Decker), Monterey



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Diane Jacobs  
7855 104th Court Vero Beach FL 32967

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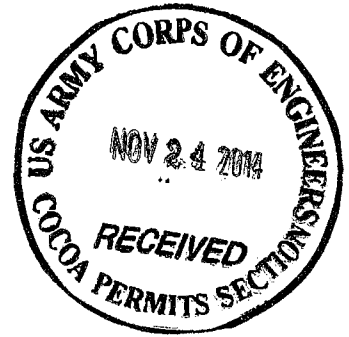
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Sincerely,  
Diane Jacobs



**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Jill Wattles  
20 N Ridgeview Road Stuart, FL 34996

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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Rebecca Russell McFee  
3004 SE Salerno Rd. Stuart, Fl. 34997

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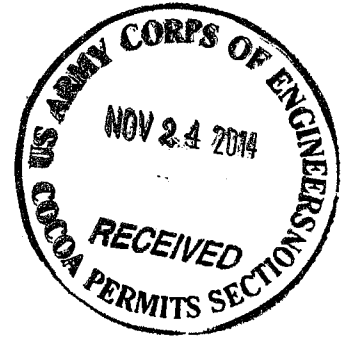
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Rebecca Russell McFee

**TO:**       **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     Nancy Zingale  
11301 W. Teach Rd, Palm beach gardens, FL. 33410



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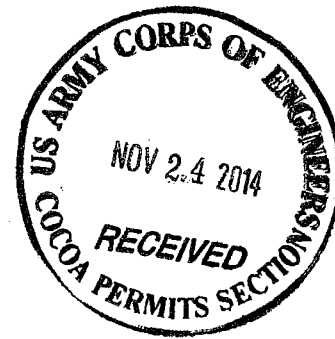
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Sincerely,  
Nancy Zingale



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Juliet Byrne  
1812 Flower Dr Palm Beach Gardens, FL 33410

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

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

*The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat*

*shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.*

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

Sincerely,  
Juliet Byrne

**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Richard Gallagher  
825 Rosebush Terrace Sebastian, FL 32958



The EIS Public Comments meeting in Stuart was shoddy.

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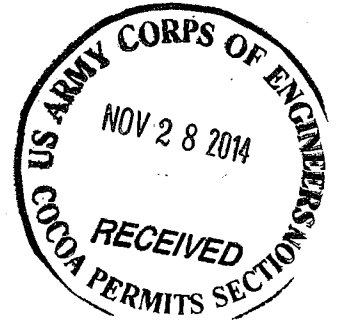
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Barbara Annear  
3073 SE Doubleton Drive  
Stuart FL 34997

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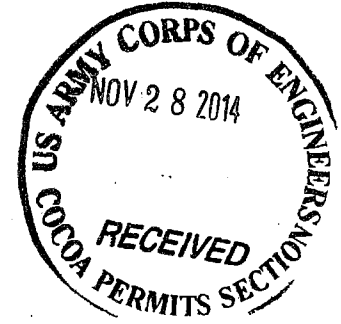
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**cc: Recipients:** Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Senator Marco Rubio, Senator Bill Nelson, Ananth Prasad Florida Department of Transportation, Andrew Philips - US Army, David Keys, Evelyn Smart - Coast Guard



**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** Mary Beth Brown  
4600 Hwy A1A #212  
Vero Beach, FL 32963

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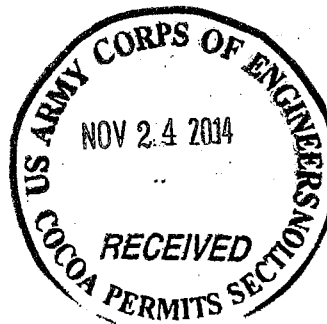
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**TO:** Andrew Phillips  
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**FROM:** Roberto Duran  
601 University Blvd Jupiter Florida 33458

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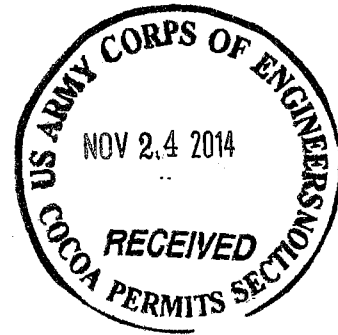
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
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**FROM:** James Cable  
1055 gardenia st Sebastian Florida



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**TO:**        **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**     John Benish  
1080 SE Ladnrer St, Port Saint Lucie, Fl. 34983

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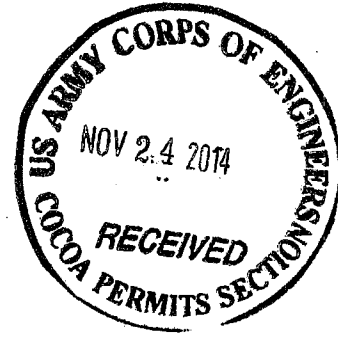
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**TO:**           **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:**       Norah Huaroto  
5123 Heron Court, Coconut Creek, FL 33073

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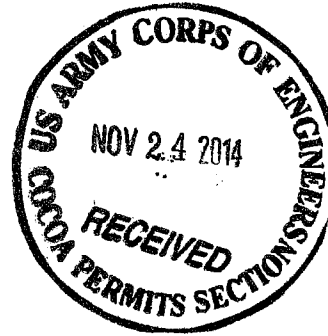
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Norah Huaroto

**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Marsha Perryman  
13570 Mystic Dr. #303, Sebastian, FL 32958

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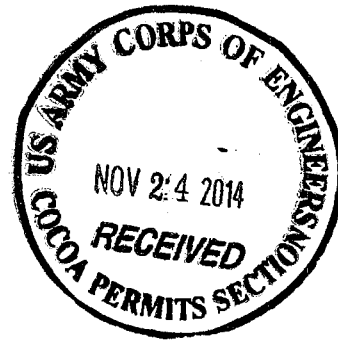
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Marsha Perryman

**TO:**           **Andrew Phillips Army Corps of Engineers**  
 Cocoa Permits Section  
 400 High Point Drive, Suite 600  
 Cocoa, Florida 32926



**FROM:**       James E Quinn  
 7900 SE Loblolly Bay Drive  
 Hobe Sound, FL 33455

**Table S-2 of the EIS Draft** claims "*no adverse effects on Communities and Demographics.*" Those of us who live here disagree. For example, no where does it disclose the effect of bridge closings on automobile traffic. The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings" are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and supporting other residents.

**Here is a summary: All Aboard Florida negatively impacts:**

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

In Stuart Florida - here is the impact

- Average Freight Train length: 8,150 up to two miles long
- Includes 2 locomotives and 101 freight cars
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Pretend you are a 21st century Henry Flagler looking at Florida from space, planning to colonize this beautiful peninsula with its 1,200 miles of coastline. Would you use up valuable real estate within a few miles of some of the best beaches and most attractive communities anywhere to move freight? Using expensive noisy outdated technology? Flagler was a visionary. If he were alive, he would not expand a 19th century railroad with crumbling infrastructure and rusting bridges. That would be investing in buggy-whips.

Now home to businesses and millions of year-round residents, the coastal route of the proposed passenger rail service using a right of way that has served Florida East Coast freight trains since the 19th century, is also packed with growing opposition.

This project is not just deleterious to Florida, but to all taxpayers. If the project is publicly funded, the RRIF loan could require a public bailout if All Aboard defaults. Without highly populated cities such as Tokyo and Osaka, historically HSR projects have failed to meet profitable expectation. The unique topography of Florida coastal will be negatively impacted by trains traveling through. While AAF boasts fantastical and unsubstantiated claims of increase in tourism and business, it also will delay emergency vehicles, create traffic jams, raise noise pollution, and block waterways along hundreds of miles of tracks.

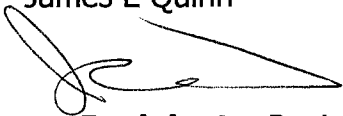
Further concerns are aging railroad bridges, noise pollution, increased deterioration of buildings due to train vibration, safety concerns of high speed trains being retrofitted to aging rail beds and grade level crossings, and decreased property values of homes in close proximity to train routes.

Taxpayers will experience increased costs to upgrade railroad crossings maintained by local governments. The maintenance costs - that's taxpayer money. Martin County alone maintains 18 train crossings at an average cost of about \$60,000 each. All to the benefit of an alleged "private venture" of a junk bond hedge fund.

**It's not that we hate trains, just unprofitable and unsafe trains retrofitted to old tracks that stop in the communities along the way funded by taxpayer dollars that irrevocably harm communities.**

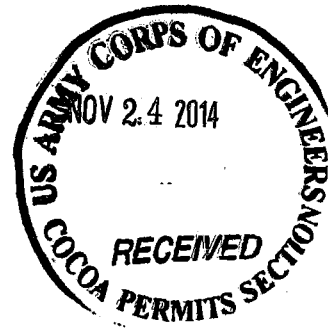
Sincerely,

James E Quinn



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

**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Joan Palmariello-Leavitt  
1183 Baltic Lane, Winter Springs, FL 32708

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

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

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

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

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

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

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

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

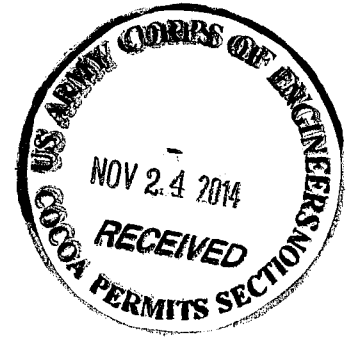
**The draft continues to misrepresent:** “The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St.



Lucie County, resulting in a total economic value of \$648.8 million. This total value is comprised of \$481.3 million in direct expenditures, \$79.4 million in indirect effects, and \$88.1 million in indirect effects. This activity supports a total of 6,420 jobs and \$186.6 million in personal income (see Table 5.2-9).”

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

Sincerely,  
Joan Palmariello-Leavitt



**TO:**           **Andrew Phillips Army Corps of Engineers**  
 Cocoa Permits Section  
 400 High Point Drive, Suite 600  
 Cocoa, Florida 32926

**FROM:**       Diane W Quinn  
 7900 SE Loblolly Bay Drive  
 Hobe Sound, FL 33455

**Table S-2 of the EIS Draft** claims "*no adverse effects on Communities and Demographics.*" Those of us who live here disagree. For example, no where does it disclose the effect of bridge closings on automobile traffic. The DEIS is seriously flawed, using inaccurate including outdated data and analysis. Even these "public hearings" are flawed by a set-up that limits residents comments being recorded, and residents hearing from, learning from, and supporting other residents.

**Here is a summary: All Aboard Florida negatively impacts:**

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

In Stuart Florida - here is the impact

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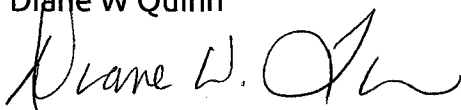
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**TO:** Andrew Phillips  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926

**FROM:** PAT WEBB  
Pobox 220356  
Hollywood Florida 33022



The EIS Public Comments meeting in Stuart was poorly executed - the draft EIS a sham and All Aboard Florida's request to ruin an ecological treasure should be denied. SE Florida coast line is not place for trains.

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

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

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

*Answers to detailed questions on potential ecological impacts were underwhelming – "No", they couldn't say how many territories of the Florida Scrub-jay (a state-listed and federal listed protected species) would be bisected by the train corridor in Jonathan Dickinson State Park.*

*"No", they had no idea how many gopher tortoise burrows were present within the rail alignment (the State of Florida's "setback" for protection is 25 ft from the burrow entrance and the protection zone is in place even if the entrance is on a neighboring property owner). "No" they even weren't aware that the railway line straddles the Savannas Preserve State Park, which is home to scrub jays, gopher tortoises and endangered plants that are found practically nowhere else in the world. "No", they couldn't explain whether or not the addition of additional tracks (double-tracking or triple tracking) would involve removal of natural habitat or how much of the endangered scrub habitat would be converted to railway line.*

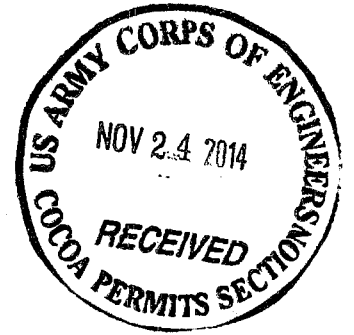
*Without answers to these and other similar level-of-detail questions, it is somewhere between surprising and unimaginable that the U.S. Fish and Wildlife Service and other state environmental agencies could "sign off" that the project's environmental impact would be insignificant.*

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

*As long as Environmental Impact Statements are done by consultants working on behalf of project proponents, questions of thoroughness will remain."*

Sincerely,  
PAT WEBB

**TO:** **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:** Angel Agel  
3208 E. Derry Dr, Sebastian, FL

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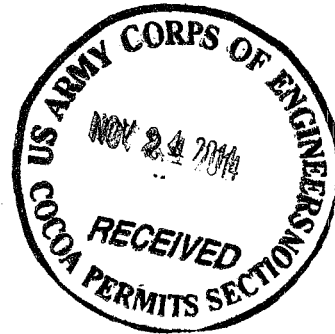
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**TO:**       **Andrew Phillips**  
Cocoa Permits Section  
400 High Point Drive, Suite 600  
Cocoa, Florida 32926



**FROM:**     Dawn Champlin  
620 N. L st

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

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

*The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat*

*shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.*

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

Sincerely,  
Dawn Champlin