CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

CITY OF SEBASTIAN
ALL ABOARD FLORIDA (AAF)
SURVEY RESULTS
Response to
Draft Environmental Impact Statement (DEIS)
November 19, 2014



Response to the Draft Environmental Impact Statement

- City Council approved $50,000 for the All Aboard Florida project.
- The Draft Environmental Impact Statement was released in September 2014. This is a document that is required by the National Environmental Policy Act (NEPA) because the AAF applied for a loan under the Federal Railroad Association's Railroad Rehabilitation and Improvement Financing Program.
- The DEIS purpose is to disclose all environmental effects associated with the project alternatives, whether they are adverse or beneficial and to allow the public to review and comment on the document.
- The City of Sebastian held a public workshop on October 15, 2014 where approximately 68 people were in attendance.
- In attendance were representatives from All Aboard Florida.
- Surveys were disbursed at community events and could be picked up at City Hall.
- Comments to the DEIS are due by December 3, 2014 to the Federal Railroad Administration

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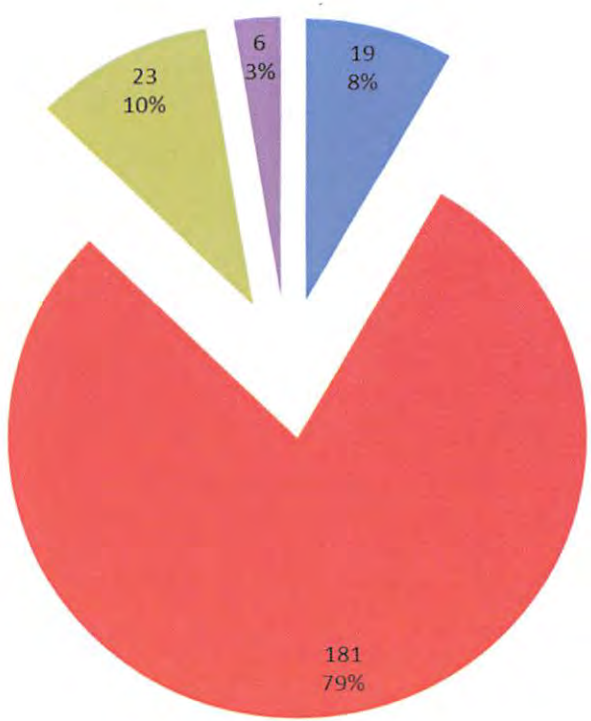
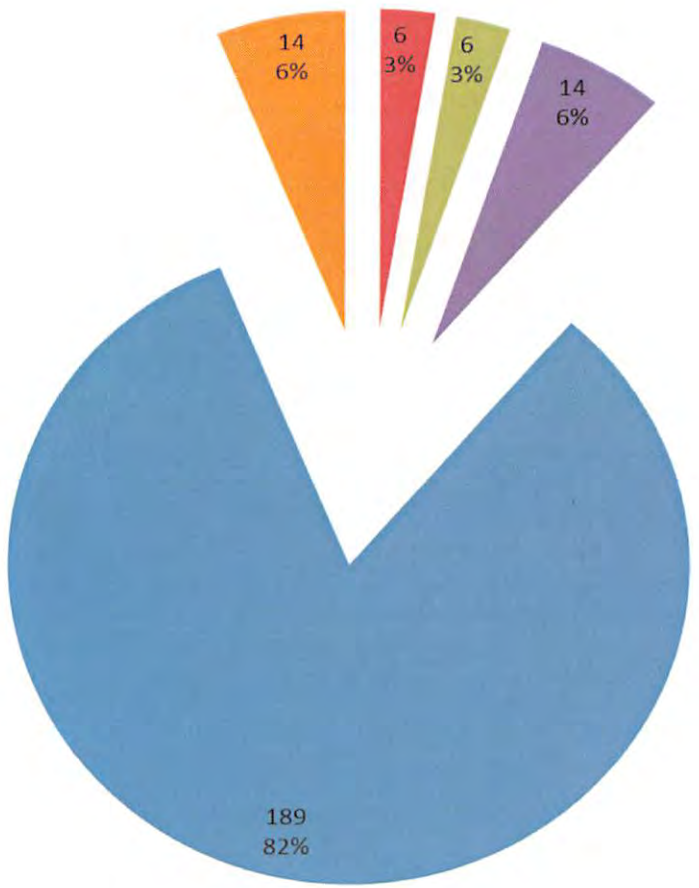


- Postively 8%
- Negatively 79%
- No or minimal impact 10%
- No response 3%

Total Surveys 229

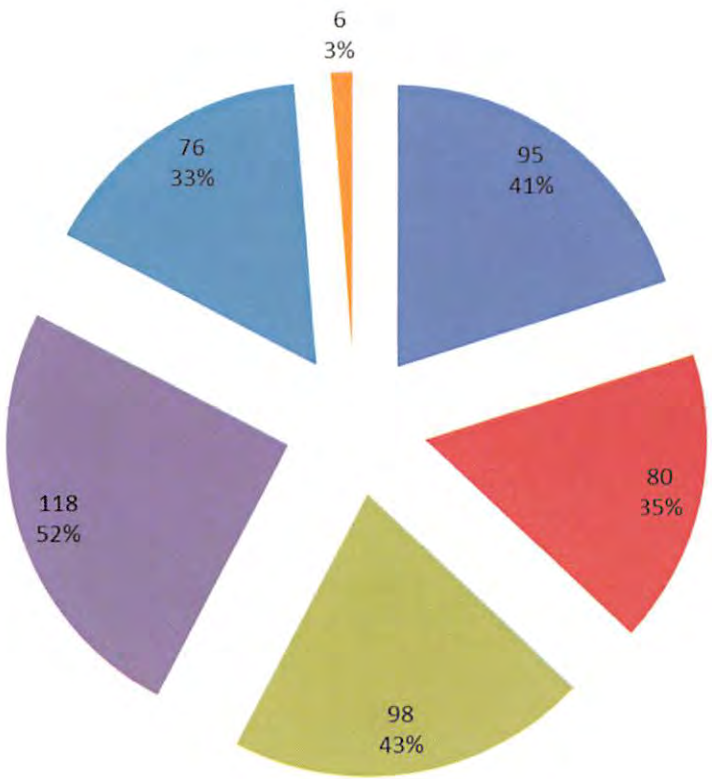
What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?



- Strongly Support AAF 3%
- Moderately Support AAF 3%
- Neither Support or Oppose AAF 6%
- Strongly Oppose AAF 82%
- Do not have enough information to have a position 6%

Total Surveys 229

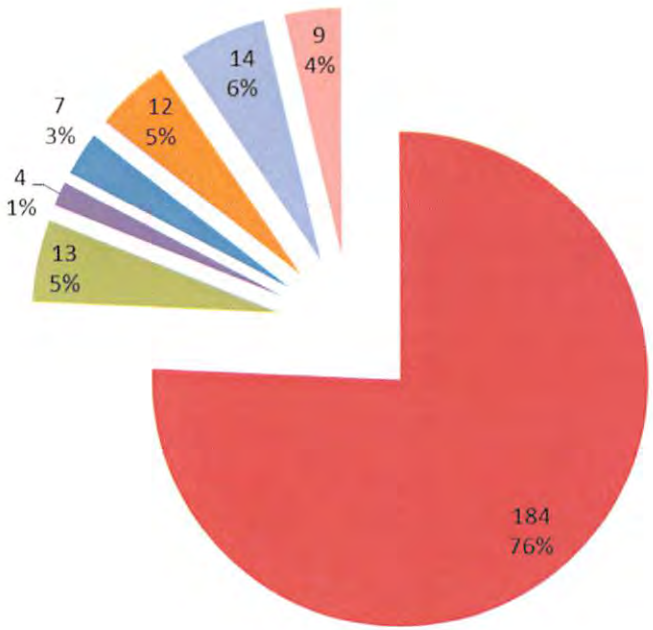
My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors? Mark all that apply.



- Access to a passenger rail stop in Indian River County 35%
- Increased safety measures along the tracks 43%
- No local or federal taxpayer dollars are used to finance the proposed passenger rail service 33%
- No Support 52%
- No Response 3%

Total Surveys 229

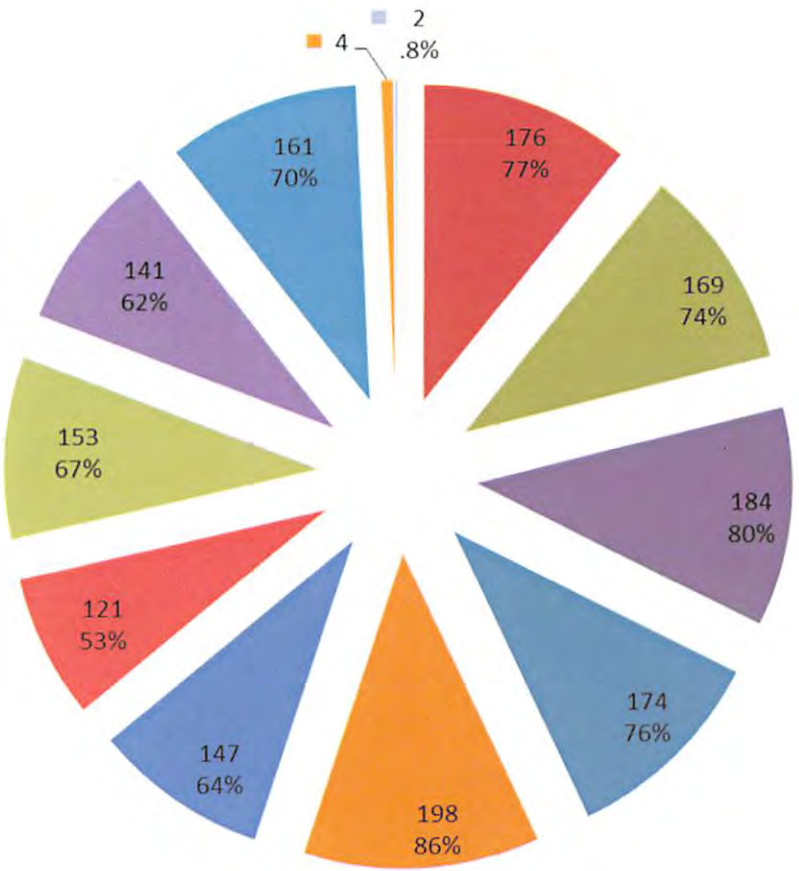
In the Environmental Impact Statement (Page 300 under "No Action Alternative), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016. This in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?



This increase will have a negative impact	76%
Moderately negative impact	5%
No Impact	1%
Moderately positive impact	3%
High positive impact	5%
I do not have enough information about the projected number of trains to have an opinion	6%
No Response	4%

Total Surveys 229

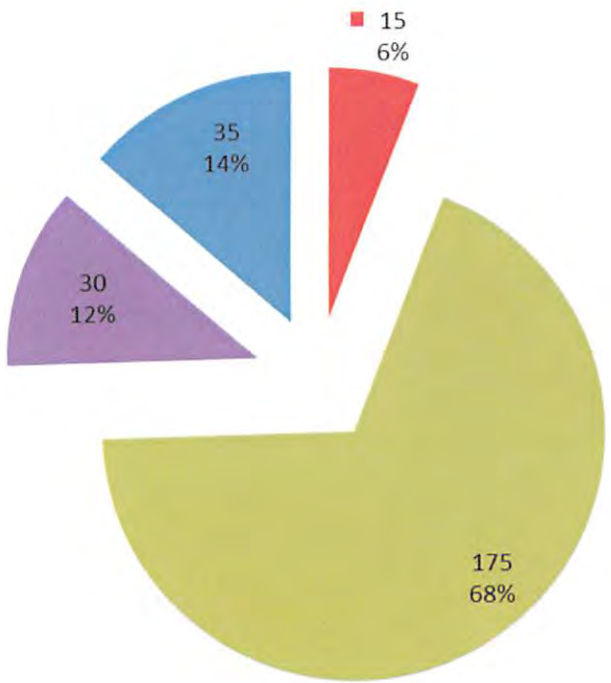
What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.



- Noise from moving trains 77%
- Noise from train horns or stationary crossing horns 74%
- Vehicle and pedestrian safety issues 80%
- Length of time it takes for the trains to pass through a street crossing 76%
- Emergency services access 86%
- Negative impact on our eco-system 64%
- Negative impact on structures 53%
- Local ability to deal with potential rail accidents 67%
- Vibration 62%
- General Quality of life 70%
- No Response 4%
- Other .8%

Total Surveys 229

Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?



Positive	6%
Negative	68 %
No or Minimal Impact	12 %
No Response	14 %

Total Surveys 229

Summary of Survey Comments

- Emergency Response (#1 reason) – hospitals and doctors on east side of tracks.
- Safety of vehicles and pedestrians at Railroad crossings.
- Increased noise from the freight trains.
- Vibration from additional trains.
- Loss of property value.
- Lack of benefits to Indian River County – Lack of new jobs for residents; Lack of a Railroad station.
- Public opinion has it that the second set of tracks is for hauling freight.
- Who will be responsible for the maintenance and payment of the maintenance of the tracks and railroad crossings?
- Fear of increased property taxes due to maintenance of the railroad crossings.
- Impact on historical properties/landmarks.
- Impact to the environment.

Where do we go from here?

- December 1, 2014 comments will be submitted by the City of Sebastian to the Federal Railroad Administration regarding the Draft Environmental Impact Statement.
- Submittal package will include the City of Sebastian's Technical Review, Public Surveys and citizen letters as well as any other forms of information submitted to the City in response to the DEIS.
- City is still waiting for final set of plans for the railroad crossings.
- City staff anticipates a supplemental Draft to be released for additional comments.

Port Canaveral new cargo era underway

- One company will handle 700,000 - 53' containers/year

The Question: Hypothetical Scenario

- How long would it take to move 700,000 containers @ 2 containers/railcar if the freight train was 1 mile long?
- How many railcars equal 1 mile or 5, 280'?

What do we know:

- A container is 53' long = a truck trailer to haul on the road.
- 1 Railroad car is 75' long including hook-ups and can hold 2 containers.
- The company will handle 700,000 containers will be moved in 1 year.
- By the year 2016 there will be a possibility of 20 Freight trains (trips) carrying cargo per day on the tracks.
- 5,280' = 1 mile

Calculations

- 2 containers - 53' semis/railcar = 350,000 railcars (700,000 containers/2 containers/ railcar)
- 80 railcars = 6,000' which is close to the 5,280' = 1.1 mile (80 X 75' length of railcar)
- 350,000 railcars to carry the 700,000 containers @ 80 railcars/trip = 4,375 trips
- 20 Freight Trips in 2016 = 4,375 trips/20 trips/day using 80 railcars = 218 days

Answer

To haul 700,000 containers, at a minimum of 80 railcars (1 mile in length) carrying 2 - 53' containers per railcar at 20 trips/day for one company from one Port takes 218 days.

Speed:

According to research : A train one mile long going 40 MPH takes 1 min. & 30 seconds to pass a station; 45 MPH – 1 min. 20 sec.; 50 MPH – 1 min. 12 sec.
If a train was 1 ½ miles long: 40 MPH – 2 min. & 25 sec.
Crossing signals begin stopping traffic 20-25 seconds before the train arrives.





http://www.miamidade.gov/portmiami/portmiami-fec-connection.asp
http://www.floridatoday.com/story/money/companies/2014/06/23/gulftainer-port-canaveral-cargo-uae/...

How long is a one mile freight train?



1.1 miles – the length of 80 rail cars
From Main Street to Vining Lane which is close to the fruit stand at the southern entrance to Indian River Drive. The train blocks Main Street and East and West CR 512.

Questions	Responses												
	Postively	Negatively	No or minimal impact	No response		Total							
We are interested in learning how you will be impacted by the proposed highspeed passenger rail service that willrun along the florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted	19	181	23	6		229							
What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?	Strongly Support AAF	Moderately Support AAF	Neither Support or Oppose AAF	Strongly Oppose AAF	Do not have enough information to have a position								
	6	6	14	189	14	229							
My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply	Addition of "quiet zone" infrastructure at street crossings paid for by the railroad	Access to a passenger rail stop in Indian River County	Increased safety measures along the tracks	No local or federal taxpayer dollars are used to finance the proposed passenger rail service	No Support	No Response							
	95	80	98	118	76	6							
Out of the 229 Surveys	41.48471616	34.93449782	42.79475983	51.52838428	33.18777293	2.620087336							
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	184	13	4	7	12	14	9						
What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.	Noise from moving trains	Noise from train horns or stationary crossing horns	Vehicle and pedestrian safety issues	Length of time it takes for the trains to pass through a street crossing	Emergency services access	Negative impact on our eco-system	Negative impact on structures	Local ability to deal with potential rail accidents	Vibration	General Quality of life	No Response	Other	
	176	169	184	174	198	147	121	153	141	161	10	2	
Out of the 229 Surveys	76.8558952	73.79912664	80.34934498	75.98253275	86.4628821	64.19213974	52.83842795	66.81222707	61.57205	70.30567686	4.366812227	0.873362	
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	15	175	30	35									

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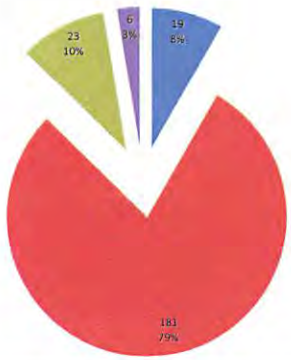

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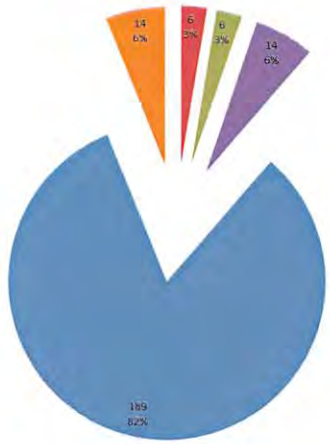

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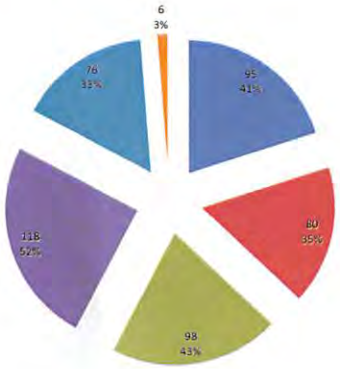

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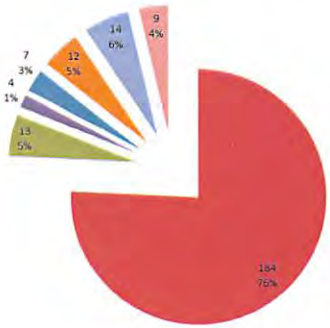

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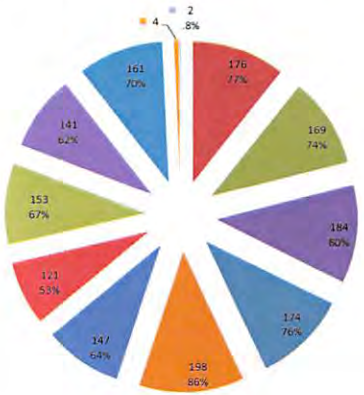

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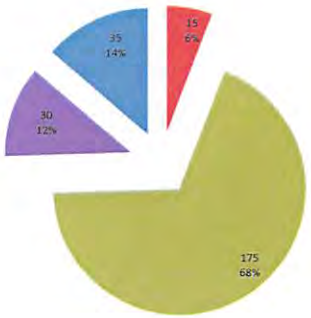

- Positive 6%
- Negative 68%
- No or Minimal Impact 12%
- No Response 14%

Total Surveys 229

Comments
Do you have any other comments you would like to provide in regard to the proposed AAF high speed passenger service?
This is a clear case of putting the financial power of a few pitted against the welfare of the community.
Really, what is the proposed charge for a ticket from Miami to Orlando? Will there be enough users to make it "Profitable"?
Let's be realistic and not emotional as most of this survey is worded.
No high speed train
Unguarded crossings
Much too much noise and accidents
Overall bad idea.
People in community must have input to such major changes.
Dangerous at crossings.
Tracks now are falling apart, vibration is a huge issue now.
Do not allow this to happen.
It will be very important to our children, grandchildren due to loss of cheap oil
For it!
This project needs to go on a different route. They should really make a deal with CST.
I know a lot of people moved to Florida to retire but people still have to work here so progress brings jobs all for the general good.
Move the high speed rail program to areas of less population.
The positives would be a stop in Melbourne, Sebastian, or Vero Beach and if it will decrease the amount of semis on the interstate.
There is no positive impact on our community.
Do they think that the train will have enough passengers to pay?
Sebastian is a peaceful place to live. AAF will cause many seniors to move too much for our nerves.
We are senior citizens! Ambulances and a timely response are critical.
Too many trains to much noise, makes access in and out of homes difficult.
This along with freight will could grow in the future and will highly impact many of the residents especially the elderly who exist in 55+ communities on the west side of the current track with the hospital on the east of the railroad.
I see absolutely no gain in any form for the Treasure Coast! I feel it will detrimentally affect our peaceful life in Sebastian and discourage families from choosing to settle here.
This will probably be good for the state but it will be terrible for us. I cannot think of one good positive thing about this train. Noise, Vibration and inconvenience.
I think that the county and city should cargo a freight and passenger train car tax for every train that goes thru.
Use Amtrak if you need to get from Orlando to Miami---Quicker to fly --- Amtrak is very comfortable.
Not a necessity of transportation issue to Florida. This would also increase air traffic and pollution from airport in Orlando.
Why not a monorail type of transportation stopping at all small towns.
We can see the train from our house not going to be a good thing for us. Many of our friends are selling and moving while they can.
Too many interruptions for school busses, hospital, emergencies and boating traffic.
I feel that AAF should follow the FLA turnpike. Too many interruptions to school, hospital, emergency services and navigation traffic.
I believe they should reroute the tracks west of I-95.
I doubt the passenger service will be viable.
Why were we not contacted before access was granted and permits written?
There are no benefits for Treasure Coast residents.
The area west of the turnpike has wide open space. This is not where high speed trains belong. It is too close to our river, our schools, ou homes and emergency transit locations.
I don't believe for one minute that passenger rail will succeed. It's just a "con". In my opinion, it's all about freight, and there'll be government money involved, taxpayers money, no matter what we are told.
Who benefits from this debacle???
I do not understand how anyone can justify all the negatives being outweighed by the positives since only a small percentage will be benefited by this.
Bay Street crossing closed years ago --- if Roseland Road is compromised it is a long way around.

Make it a private enterprise and move to unpopulated area. No need to be on the coast if you are not stopping for passengers.
Put it inland
I understand there is already rail service to Orlando so why do we need a high speed one?
I am thinking the investors in train will make money and most of residents will see no benefits. Owners are wealthy so they will benefit and become more wealthy. This has to be greed to the detriment of many lives.
Use tracks in middle of state or make new tracks down I95.
There is not need for it.
Build it to the west; put it in middle of state.
Too much noise.
The amount of proposed passenger travel without local stations along the Treasure Coast will not materialize as long as motorists can make the trip in the same period of time and more comfortably.
Put in the middle of the state.
Build west of I-95
Should only run in non-populated areas
I feel this is a huge waste of taxpayer money. No passenger rail service world wide has ever made money and are always subsidized by the local government federal levels.
A dinner train is the only thing that should be allowed given the east coast Florida population.
This whole project only benefits Miami and Palm Beach. It is of no value to the Treasure Coast.
Where are they getting passengers for 32 trains every day?
We all know that the passenger service is a cover for moving freight. AAF refuses to release projected ridership figures.
We can drive to Orlando or Miami in a relatively short time so why put up with all the noise and traffic delays the train will cause.
Do anything possible to stop it.
If state and federal money involved, it will be a huge boondoggle.
It is hard to believe that they will have enough passengers to fill all those trains.
Totally unfair to residents that live nearby tracks ---their property value will decrease. Railroad may buy their houses, but they will be worth nothing. These hard working people will not be able to afford to stay and relocate in Sebastian.
Don't do it. At least not on the proposed rail. Quality of life will be lessened.
I really feel that our comments are just for PR and this is a done deal. Sad for my feelings toward state government and real public input. I will be contacting all our state representatives. Are any of them for this rail?
The cost to ride will make it financially unsuccessful. Can't imagine who will need to ride it. That's a lot of trains. Who is going to use it?
Tracks will deteriorate---How can they support all this traffic?
It won't be financially successful. The cost to ride will probably equal the cost of driving. The time is the same.
Why can't this be done more inland where there is much open territory
Why no stops along the Treasure Coast?
Passenger trains always lose money. This about profit from freight.
They are trying to short cut the phases and there are no benefits for our area. The accident potential is greatly increased.
I resent a private corporation having the power to go against the will of the people.
Harmful to wildlife - migrating birds, etc.
Please do not Cali fornicate Florida.
Every source of investment income should be disclosed by AAF also who are their investors and how much money they have spent lobbying state reps.
A sham and a ruse for mega freight traffic from Panama Canal.
I don't see any benefit to Indian River County and none to me and my finances personally
If there were a stop in IRC directly from/to Orlando airport, that would be the only occasional benefit to me.
My information is that other high speed rail lines in Europe, Japan, N.E. US and newly planned Texas line do not trains through successive towns/cities with many crossings. They stay rural.
The railroad should go through the middle of the state where the population is scarcest.
Why would we want a high speed train passing through not offering transportation to 90% of the public effected.
The two are linked and the communities impacted should band together to sue to stop it.
Build another track in the middle of the state.
I don't believe 16 trains a day is feasible.
Tourists who rent cars can stop at many places along our coast and is therefore better for our tourist economy than corralling them in Orlando and Southern Florida.

How can the train stop in time if the crossing gate malfunction with the speed the train is going 110 MPH X 30 seconds prior to reaching intersection.
Why so many daily trips?
Besides freight train passing how does this effect the building of casinos in Miami?
It will not benefit Sebastian in any way.
How many people will go from Miami to Disney?
I don not believe it should run thru small communities. AAF should be near I-95
If it doesn't pay for itself the taxpayers will be stuck with the bill and the train tracks will then be improved for freight business without Amtrak having to pay for it.
Do you have any other comments you would like to provide in regard to an increased number of freight trains?
It would create a never ending problem for the communities in the path of this juggernaut of trains.
Which do you want? Trucks or trains
This will run the economy of the region for the benefit of a few in Miami and Orlando. Where are our elected leaders?
Noise - Train horns will increase safety issues
Rethink.
Enough is enough.
Do not want.
Good train moving equals jobs.
This will ruin the quality of life on the Treasure Coast.
AAF is not going to increase freight train traffic. The opening of the new Panama Canal is going to do that.
There is no positive benefit to any community on the proposed east coast corridor.
How many more freight trains? Will trains be carrying any material that would be explosive?
I believe the increased train frequency will negatively impact property values (residential) in the vicinity of the tracks.
There is no positive impact on our community.
Please help us so we can continue to enjoy a healthy life.
My...noise and slow lumbering trains---accidents... More trains to middle of the state. Freight.
Put the freight trains along I95 or in the middle of the state.
Vibration of noise and access to the park issue; Delays at crossing
Very concerned about the noise of the whistles and emergency vehicles being held up at crossings.
Too much noise.
It will command all problems with noise and increased problems with health issues and response times of police, ambulance, etc. Hospital will be impacted.
Freights all night vibrating our house while we are sleeping. Cracks driveway and shakes our house.
This program only helps some rich New York investors only.
It can be very noisy and congestive. I grew up blocks from Medley, FL where FEC has a freight yard---noise all the time.
Increase of noise and pollution, and crossing accidents.
Need to hear future plans for increased freight carriers.
They will significantly increase.
Concerned about decreased quality of life and increase risks to public safety.
I see nothing good coming from this increase.
Concerned about traffic being backed up. There are already long delays, especially if trains have to slow down in Barefoot Bay to pass each other. Roseland Road becomes very backed up.
Safety - Content of freight - dangerous chemicals transported through our area.
Increased number of freight trains will cause god-awful waits at crossings, waits at bridges for cars and boats. Last year, at Barber St., near US1 in Sebastian, I waited 40 minutes for an ordinary freight train to go by. How much worse will it be with AAF's increased freight traffic?
30 MPH freight trains are a lot different than high speed passenger trains.
The anticipated noise factor and graphics will definitely be a negative to the peace and quiet we have now.
Put it inland
Trains are probably the lease expensive way to move freight.
I do not look forward to this train and I don't believe it will happen!
They should have quiet zones for that many freight trains uses if they don't have high speed trains.
Do we have any say over decisions of the corporate ruling class?
The freight business is the only reason for this great expedition of time and monies.
Have the ships unload in Jacksonville, FL.

Noise and vibration
Should only be allowed in non-populated areas
The existing level of freight service is acceptable to increase the amount will create very long traffic delays.
Do it right. Put an elevator rail up the center of the state. Not through the most populated areas.
This is a worse problem than the high speed ones (freight).
More freight trains moving slowly on top of 32 passenger trains will be devastating.
Toxic substances are often transported in cars and we don't know about it. What provisions does AAF to clean up spills if they occur? Ca our City sue AAF when such an accident occurs?
We already have plenty of train traffic - no more is needed or wanted.
The lines should be moved to the less populated center of the state not on the populated east coast.
Move to the center of the state.
Homes in our community already suffer from extreme vibration. This will also affect the value of our homes; ability to sell homes in our community that has received a words in the past.
Need our passes over roads. I need to review right of way and tariff.
Raise Rail
The real issue in this project is freight---long speeding freight trains. How will they stop in time if there is a safety issue?
Safety is paramount. Children on school buses will be delayed. Ambulances and police will not be able to answer emergency calls. Wildlife that we treasure will not wander freely.
It will be more stressful living here. The tranquility of the area will be lessened.
The freight car numbers will increase why add passenger cars when we, along the rail route can't even use it?
Increased freight trains would be horrible for our neighborhood where the houses are close to the tracks. Use the tracks in the middle of the state.
Traffic slowed all to often at crossings/noisy/smelly. Put the freight in the middle of the state.
Why not put tracks along I-95 or Florida turnpike? Sounds much too logical.
They will deteriorate the rail bed and accidents may occur spilling dangerous chemicals. Move them to the west of I-95 or middle of the state.
Noise - disruption of traffic --- pollution
Noise delays --- safety
Hospital is close by and many elders live in nearby residences, including large Collier Club subdivision with approximately 450 lots, with about 375 homes built.
Traffic, noise, emergency traffic, taxes for local noise abatement
I am not typically an activist in these issues, but I am adamantly opposed to this plan and feel it is unsalvageable.
Again this is nothing but profit for a private company and it will be a worsening situation with time.
Terrible hold up of emergency vehicles.
You have an alternative on CSX.
Madness - this whole business all aboard and freight traffic destroys the living on over 200 miles of towns and hinder thousands of people.
Noise/vibration/safety/inconvenience. No good - no upside, only downside.
If/when our homestead goes on the market for sale, it's in print that the worth of our property will be negatively affected 10-20% due to proximity of AAF high speed tracks.
There are other alternative to move freight.
I believe the main reason we are facing this problem is to accommodate the freight trains.
We have enough trains now. We do not need anymore.
Take the freight and locate another track away from the coast.
Once the passenger train service fails and there are no more passenger services, will it be replaced with freight trains?
Freight trains moving during night hours will not effect the normal life in Sebastian.
Accidents and hold ups on train tracks.
Other Comments
Noise, Vibration Safety and Congestion

Noise! Possible auto delays. If there was a stop in Indian River County, that would be the only positive benefit for passenger use to/from airports.
2016 - 20 freight and 32 passenger. If spread over 24 hours = more often than every half hour. If passenger trains run 5 AM-11PM = 6 hrs. @ more than 5 an hour.
As a youth and later in college, I lived near or within a block of major RR. The noise and traffic delays were significant. In one 4 hour period (while I was in college) 19 trains passed in one direction or the other.
Noise, traffic congestion and safety
Too much noise
Safety issues, noise, congestion, vibration.
Noise, noise, noise. What happened to our "quiet" fishing village? Stores and businesses will suffer.
Traffic back up for train crossings
Waiting on coming trains backs up traffic
Very near the tracks-much frequent noise
Noise. They (visitors) may not want to visit Sebastian again. Seasonal renters will far down; go other places.
Safety issues.
Noise and vibration will negatively impact residences and businesses along those current corridors.
We can't enjoy our outside patios with all the noise trains will bring to our home areas.
Between noise and traffic; not able to get to Rt. 1.
This will increase delays at crossings, especially if we believe that there will be a large increase in freight traffic (as well as passenger trains); Freight - much longer delay at crossings compared to passenger trains.
Only noise and traffic disruptions.
Safety
Noise and blocking of roadway.
Concern for access with public safety, Fire, EMS, PD.
Noise and too much traffic on this line.
The noise level will disturb my peaceful living life style
Delay in crossing to Highway 1 & noise.
Traffic, noise
Noise - traffic - inconvenience - delays at crossing - also at waterway bridges; the constant rumble of the high-speed train.
I wake up all night with the sound of the whistle with the traffic now.
Noise - traffic holdup.
Too much noise
Noise - We live in Park Place as far from the tracks as possible yet noise enters and shakes our house.
I live within 1000 feet of the tracks. It affects my quality of life. It is of no benefit to Sebastian. It brings noise and vibration to our home.
This is going to be a terrible situation for us and our community. So many trains, so many crossings closed so often and so much noise.
Whistle blowing --- noise level.
Present loud, annoying noise in a peaceful community
Quiet neighborhood - peaceful community - Noise --- Do not need increased noise disruption.
Traffic flow and noise
Potential for accidents.
While the passenger trains are supposed to be quieter but the increase in freight trains will increase the noise pollution.
Traffic delays due to the number of passing's. Quality of life will decline throughout the coast.
Degradation of quality of life due to noise, vibration and delays.
Creates traffic problems, increased noise - no benefit to Sebastian, just dangerous.
Safety will be impacted. Noise, pollution, loss of small town charm.
We have so many people that walk and ride bikes---their safety will be jeopardized.
Freight trains are not an issue now. It is the 32 additional trains that are going to be the demise of the quality of our life.
Will definitely be much noisier where I live.
They are noisy enough now. More trains will just make it worse.
Noise abatement.
Noise and vibration
It will be very noisy, house will vibrate more, fear of pedestrian getting injured as many people walk or ride bikes in our neighborhood. There are many elderly drivers in the area also.
I live near the tracks. Noise and inability to access points on the other side.

Noise and danger will increase.
Noise and vibration
Between the noise! The inconvenience! No Benefits! I would hate to be on the wrong side of the tracks from the hospital or any emergency.
Noise and dangerous factors will negatively impact all.
Noise and frequency of track crossings.
Noise/Crossings midrail access
Visitors will not come to visit. They come here for quiet and environment. Train will destroy all that.
Noise, pollution, safety of our community.
This community belongs to the people and the animals, the safety of both will be compromised.
Increased crossing wait times; higher potential for train accidents
Disrupted sleep patterns with the increase in train traffic will occur. Noise, fumes, wait time, what about emergency vehicles, taxes, zoning changes, the look and feel of this community...which is way people want to live and invest here.
Would only support if using Central Florida line.
Personally, I now hear the freight trains and horns especially during the night. With the sizable increase expected, no doubt there will be a much greater noise level.
Noise
Vibration
Being cut off from US1
I live one and half blocks west of tracks. Noise! Traffic delays. Emergency response.
Our location is very near to the tracks. Excessive noise; possible accidents.
Noise, hospital access is a safety issue.
AAF will greatly increase noise and inhibit access to US1. I do not believe it will be safe due to its high speed.
Noise, disruption of highway traffic,
Constant highway traffic disruptions, reduction in residential property values.
I can hear all the trains from my house and will have to wait at train crossings numerous times to get anywhere from where I live.
Noise, vibrations for people close to tracks ---safety for pedestrians and autos and police. All emergency services will be hindered.
Noise, vibration, road closure over tracks to Rt. 1
Inevitable accident frequency
Define "Quiet Zone"
Noise and vibrations
Danger for rail accidents to community members and inability of community to respond appropriately and without fiscal liability is too great. I own a camp in Maine and Farmington, ME (nearby town) is sister community of Lac Megantic Quebec, and firefighters responded to a town's 7/6/13 rail derailment, when 42 were confirmed dead and 4 others were presumed dead with huge amounts of property damage. Freight trains can derail and do carry unsafe products.
Noise, increased taxes (local) for abatement - No local benefit
Nothing is going to help with railroad crossings and number of times they are closed
Noise, safety time spent at train stops.
Noise will impact my home and reduce emergency response vehicles.
Noise, traffic safety, business lost
Noise. Delay at crossing - 3 tracks closer to buildings.
I feel since the crossings are in small congested areas with traffic lights it will complicate the intersections. I also cross the tracks several times a day so I am sure I will be affected.
Noise will be three times or more in my community. Wait at crossing will be too long.
House vibration, noise, impeded traffic flow
Noise and vibrations; Air horns blasting thru intersections as train goes thru Sebastian. Redesign crossing stations for high speed crossings that don't break down. No more blasting of air horns thru Sebastian; and a safety concrete 6 foot high plus barrier as seen in construction zones, etc. Either one of the above to keep people, kids, animals from wondering onto tracks and being killed by a train going over 100 mph. Property taxes dismissed! Repairs and damages to our homes from all these freight trains and high speed passenger trains day after day, year after year after year.

Emergency
Hospitals, emergency services are east of the tracks...schools and majority of residents are on the west side.
Most of the communities have no overpasses. Thus cutting a large population off from emergency medical care and fire/storm reactions.
Emergency vehicles delayed as tracks are very near US1. Do not want public funds.
Emergency responses and normal vehicular traffic will be greatly delayed by an increase in track usage.
Hard to get to my doctors and hospital
Hospitals are all on east side of tracks.
Hospital, Police, and Fire Dept. on the west side of existing tracks could really impact their response.
Access to emergency vehicles and hospitals, safety issues, disturbing our eco system with vibrations and noise.
Can't get through in case of emergency
Access to hospital
Crossing closed to emergency travel and dangerous to all.
Wait of emergency vehicles
Safety issues for emergency vehicles, student crossing, school buses, children and pets.
Limits access to hospitals.
Trying to get to a hospital will be a nightmare.
Pollution, emergency vehicles will be held hostage
I live west of the tracks. Our visitors and relatives are all senior citizens. If anyone at our house gets sick and need a hospital the train could prevent their getting to the hospital in an emergency.
I won't have access to fire department, ambulance service, hospital or doctor, as I reside on the "wrong side of the tracks."
Most medical facilities are located east of the tracks. Tens of thousands of elderly persons live west of the tracks in an emergency situation; minutes can mean the difference between life and death (stroke, heart attack, accident, etc.) Such a great increase in train traffic. and the emergency response delays puts a large percentage of our population unnecessarily at high risk. I am 78.
Cannot get to hospital, doctor, church, grocery, etc.
Fire Services/ambulances won't be able to get to calls. It's all about freight use; use the rail lines in the middle of the state.
Living in a retirement community emergency service access is of great concern. We will be on the "wrong side" of the tracks for any medical emergency.
We have heart/stroke health issues that could be greatly impacted by a train when emergency time response is critical.
The cargo/shipping companies should unload at ports nearest to the cargo final destination. We should not be burdened with the greed of the Port of Miami and Port Everglades.
Interfere with emergency vehicles - Cuts city in half; noise vibrations; safety of people; wildlife along right of way
My doctors and my hospital are east of the tracks as an 81 year old senior I could die in the ambulance.
Area is comprised mainly of senior citizens, majority of which live on the west side of the tracks and have health issues requiring emergency visits to the hospital. Emergency vehicles on the east side cross to west then have to cross back. I personally had to call an ambulance. I stopped breathing on the way to the hospital. The paramedic was giving me CPR. If the ambulance had to stop for a train, I wouldn't be standing before you today. I am only one example of them any seniors in our area whose life stands in the balance if 31 additional trains are allowed to pass.
To many trains; emergency to hospital hampered.
Emergencies will be hindered getting to us.
Fire trucks, ambulances won't be able to get to calls. Its all about freight and use the CSX lines in the middle of the state.

Businesses will benefit in Miami/Orlando at stops
The only people and businesses that will benefit from AAF are those in Miami and Orlando
Financial Impacts
I believe this will only have negative impacts to this area and its residents. I believe it is being pushed through by a select few to benefit a select few. None in this area
Negative impacts will cause an exodus of families and businesses from this area. Will not encourage new business to relocate to the Treasure Coast
Will be like living in a tenement in an inner city. The lower quality of life will discourage any growth or business to relocate to this area. The movement will be out of this area.
My taxes will go up to support the local (City, County and State) improvement needed to counter Noise, Environmental and Infrastructure resulting from this "limited service".
Property taxes
Please don't let this happen. Sebastian is a great place to buy property new. With the proposed AAF high speed train, I'm sure it will not be so nice.
Real Estate Values
Property values will be negatively impacted in an area already stressed by foreclosures.
Degradation of property values.
I believe our taxes will increase and property values will decrease.
I will sell my home December 2014 to get best value before new trains are approved. Living 5 houses away from tracks now is tolerable, but not after the project continues.
Historic Sebastian and vacation destination will be negatively impacted.
Remediation for decreased property.
You will surely see a devaluation reflected in your property values.
Will affect my property value and quality of life.
Property values will decrease
Property values will tank. Who want stop live near the train? No benefit to us in the Treasure Coast at all.
Property values go down.
Will cause value of our home to decrease.
Lower property values
Decrease in property values: 9
Negative impact on residential property values
No liability or what about financial drain on Sebastian local or federal taxes.
Real Estate Agent - Who wants to live in a fishing village where the train traffic is a negative point and where you live.

Bought a house and moved to Sebastian to get away from trains. Would like Sebastian to stay a small quiet place.
Environmental Impacts
Negative impacts: financial, pollution noise pollution, negative impact on environment and wildlife; negative safety impact.
Pollution
Sebastian River impacted.
Idle traffic at crossings will result in choking exhaust fumes and cause loss of productivity. There are environmental and financial burdens
Other
The impact on schools, hospitals, environment is all negative
This is not the inner city and no one moves to this area to be near AAF, just the opposite.
The entire issue of AAF should never been considered in its present form.
Visitors can't believe that this idea was even considered. Quote, "I can't believe they're going to do this. Why?"
This should go up the center of the state - not through residential and downtown areas. People should not be put ahead of money.
REALLY? If the AAF rail service did not already have a "relationship" with the Florida East Coast RR, would this really be the most economic and "environmental" route?
Will not support it.
We have too many unguarded crossings much too much noise and potential for accidents
People will hate the inconvenience of waiting for trains to pass --- traffic will be impacted.
This is something that has a negative impact on all aspects of life without any advantage to us.
Church is directly across from tracks.
Don't want under any condition
We have enough trains going through Sebastian. Constant noise and vibrations take away the living quality of life and constantly wake us up at night, etc.
Coming from N.E. trains are one thing I don't like close to residential home - take away from property values and quality of life.
Negatively impacts communities on the Treasure coast significantly.
78 grade crossings along Treasure Coast all of which serve those communities.
Why not support the development of brand new tracks along the central portion of the state where the impact to a highly populated east coast would not be so great.
Add another Auto-train to the AAF concept and then you really have something to "toot your horn" about.
Will create problems for home foundations
Sleep deprivation.
Need wall for safety.
I don't think this proposal has anything to do with passenger service, I think it is moving freight.
This train project will cause unnecessary disruption of life on the Treasure Coast.
With visitors, we would try to avoid the train track crossings.
We need to improve rail systems in our state and county.
Waiting for freight trains & noise from all trains.
Oppose if run down delay populated east coast corridor. Could possibly support if rail using central Florida.
Can not support if freight trains are significantly increased.
We get all the negative. It will hurt our community.
This is the wrong corridor for that venture.
Sharing some tracks for freight and passenger; Sound barriers.

No benefit - only all negative impact on our neighborhood.
Put freight trains in the middle of the state.
This train does nothing good for the Treasure Coast and should be routed west of town.
Could go down the middle of the state.
Long lines, late appointments, hazardous waste, problems that people don't even think about.
Impact will continue to worsen over the years and will completely change the county.
They will probably think we should move like the rest of our neighbors have. No one wants to live by the train. We only have a few trains at the moment. We live in paradise that will become a nightmare if the train comes within 1000 feet of our home. It will ruin the quality of our life.
We do not need another track installed for more freight cars so that the wall street hedge fund - Fortress Investment Group can make its investors more money! While we would have to deal with all these extra trains/vibrations from the weight that is destroying our homes and our property values! Loud locomotive engines screaming thru our quiet community night and day! Air horns blasting at all hours day and night!
Time waiting at crossings.
Do not support it - 48 residents
This is a great idea for a "non-populated area".
Not getting truth from AAF about plan and purpose.
Increase of time waiting at crossing more cost of taxes to residents.
This will be the end of life in our community as we know it today!
This will have negative impact on tourism.
This summer in the Commonwealth of Virginia a freight train carrying oil cars fell into the James River when an older road bed collapsed from underneath the tracks. The James River is the drinking source of water for the lower tier of Virginia and luckily no oil leaked. The East Coast rail system is over 100 years old and built to service train cars of that time period. How is AAF going to ensure the current rail beds, including bridges, are safe to service both the weight of the new train cars and the frequency they plan to run them? AAF has stated it plans to run freight trains on the tracks they are building for the lighter shorter passenger cars. This practice has caused widespread devastation in other parts of the country. One example, in Maryland, a machine shop successfully operating near the freight train tracks had to close down when the freight train started to run on the new for "passenger use only" tracks. The vibrations were sufficiently greater and the shop could no longer keep its machines properly lined up. The building and the surrounding area is now deserted. Since All Aboard Florida has said it plans to use these tracks for freight trains, it is going to upgrade the railroad beds to current industry standards for vibration absorption for freight trains before it lays down the new tracks?
Reroute using western route to avoid populated towns and cities on east coast.
Look for alternate route.
I don't believe there is any "buffer" that will positively effect the project. Our small towns will loose millions and become a ghost town (businesses will leave).
My office is directly 1/2 block from tracks. It may cause grid lock at the intersection with the increase of passenger trains. I moved here from CA to pursue a career in Real Estate and to enjoy the beautiful and quiet life style.
Should have a stop in Vero Beach.
Use existing Amtrak right of way for high speed rail
How about an overpass for Police and Fire Equipment?
All the airports are on the "wrong side of the tracks."
I live three houses from the track. The potential speed of the train is frightening, especially if accident occurs. Will be noisy, disrupt our quiet neighborhood.
This is not appropriate for our area. This is a quiet small town. Not Ft. Lauderdale or Palm Beach or Miami.
Nothing will "positively" influence me. It's a dreadful, expensive, boondoffle, will cause long, waits for cars and boats and interfere with emergency services. It's all about freight, not passenger services.
Should not run through small town Florida. Run it alongside Rt. 95 where it won't bother anybody.
We live on Bay St. by train bridge and the noise will bother us and destroy our property value.
The trains that run all night long we are use to ---sleep right through them.
Live nearby. I kayak the river and the idea of the bridge being replaced over the St. Sebastian River is terrible.
I don't believe the ridership would support this venture.
It does nothing for our area.
Move it to the center of the state.
Let NAFTA companies build their own transportation of goods made in China; let Warren Buffet feed, house and free health care for these illegals or Hispanics.
Keep imports out of America materials, products and people.

All these things forced on Americans so companies like Walmart make profit at our misgivings.
It is the worst thing that could happen.
This train is not a service; only a detriment to those who settled here. It is definitely not an asset or enhancement to lives of residents. AAF did not determine our feelings.
I live in an Ole'Florida cracker house in historic area of Indian River County and near the track. I now have enough noise and vibrations from current train service. More would be dangerous, embarrassing and not compatible.
Have them buy right of way to west.
Primarily by disruption of every day travel within east and west sections of our City. This may be 4-5 crossings per day.
Small businesses along the tracks having noise problems and no access to the railroad service will suffer losses in property values.
The historical structures in counties along the route will suffer impacts in building structures.
I grew up not to far from I95 in Miami (1960) - It destroyed the neighborhood and quality of life. Go take a look 145 St. & 7th Ave. N.W.
Wait times at crossings - no way to get to waterfront, restaurants, etc. Noise from whistles at 512 intersection. No Access to train.
Run the interior corridor
We in Indian River County will receive no benefit. However, we may find ourselves much inconvenience.
Put west of I 95
I believe this service is a means to allow FIG to bring in new tracks for cargo service which will be financed by USFED Tax dollars.
No stops in Sebastian
I think AAF/FIG should play nice with their Florida neighbors an dues the existing rails out west. I also think they should do a trails for rails type of track as something. Donate the FEC tracks for scenic trail and or use them for dinner trains. Then any community that wants a stop for tourism purposes could get it.
AAF won't release ridership figures and no passenger railroad has ever made money - taxpayers subsidize it.
Elevating tracks; taxpayers don't fund it after it fails.
I am sure AAF violates some EPA regulations.
It will make access to US1 from my residence much more difficult - also access to Publix, Walgreens, etc.
Passenger rail service is a farce - why not be honest and call it high speed freight service?
Being on the west side of US1 there will be too many hold ups to cross the tracks. Also a safety issue. Too much noise also.
This is probably a done deal but I feel we should keep up our protests.
It will turn to freight service, hold up crossings, put emergency services in jeopardy.
There is no profitable rail passenger service any where. This all about getting federal and state money to improve FEC property.
And no federal loans. If FEC believe passenger service profitable, then convince the private sector.
I live about 1 1/2 miles from track and hear not just the horn but also a rumble. It will disrupt the peaceful nature of where we live without any benefit to Sebastian.
No support unless they move track. A small group of hedge fund investors should not benefit if the expense of the safety and peace of mind of 600,000 people.
High speed rail is an idea whose time has come, but the tracks should be located west of town.
They will run night and half long double decker trains, freight and passenger through our quiet town 32 times a day blocking traffic, emergency vehicles, and police from reaching their destinations in a timely manner.
This project negatively impact Sebastian in every way. So much for sleepy fishing village.
Sebastian wants to stay a small town---eventually you may have a stop in Indian Ri8ver County. We want homeowners here, not people from south Florida.
Visitors will not want to be sitting on roads watching trains go by. Businesses will suffer because people will avoid going over tracks and will take alternate route.
What about overpasses?
Change location to run alongside Highway 95 which I know they don't own but wish they did.
Have historic buildings that need to be protected will lose my vacation rental with 400 to 500 horns.
I dread the day that my house burns down or I or a family member can't get to the hospital in time waiting for a train. More trains increase the danger.
I have many times had to wait to cross the tracks for running trains and had to find alternative ways to cross when trains have stopped and signals don't work.
No benefit.
Buildings close to the tracks may be harmed.

Will ruin our way of life. (Not just us but many others along the waterway.)
There is nothing positive about AAF. Except getting people back and forth to businesses in Orlando and to a lesser degree Miami.
Good at north end and good at south end; bad for everyone in between
Disruption to the peaceful environment we moved to 6 months ago
It should be along I-95, not impacting so many residential communities, especially when there are no benefits.
Increased time that gates are down cause more traffic delays
No not believe Sebastian residents will receive any benefits and, therefore, should not incur any associated costs related to installation, maintenance and or correction of problems.
Sebastian relies on tourism, and additional freight trains and high speed AAF trans will not benefit the historic fishing community feeling of Sebastian.
Delays in crossing tracks.
Doomed to fail just like all other passenger trains.
Locate tracks closer to I-95
Delays at R. R crossing are already creating congestion and the flood of cars upon gates opening take a long time to cycle through nearby traffic lights (intersections).
In my opinion people will book flights to Miami, West Palm Beach and Orlando and not need a train and or renting a car gives more flexibility.
There aren't many people who enjoy the screeching of metal on metal. Instead of vacationing in Sebastian people will find a quieter place and locals will also fee the need to "get away" from the incessant noise.
Locate west of 1-95
Time wasted in cars lineup.
Trains will bisect our town, will hamper access to hospital, will increase noise, will increase accidents, will have only negative impact on our county, is being "railroaded" through.
There is totally insufficient evidence of passenger support for this AAF project. It seems clear there is another agenda driving this project.
Relocate west of I-95
So 52 daily trains by 2016??? That's more than 2 per hour; 24 hours a day
Employees driving from west of track would be continually delayed going both ways.
This project will effect the every day quality of life: noise, vibration, environmental, pace of life, and effect on nature.
It will turn a quiet resort town into an area totally unappealing to tourists and to its citizens. Watch out for freight traffic to increase exponentially.
Move it to the middle of the state.
It will delay all appointments and meetings.
Feel it is a high-speed freight train, rather than a passenger train.
Under crossings or raised crossings not smart.
How long with the crossings be closed? Look at future passenger need and freight need. General FL with tracks to major cities.
There is not one benefit for the people of Indian River County
No way would I agree to that many trains at that speed.
The track runs close to my home/subdivision. It will disrupt traffic, be noisy and dangerous.
Cost of maintenance on a local level.
I live 1/2 block from the tracks so noise, inconvenience, cost, loss of property values, higher taxes for maintenance, etc.
None of the above resolves the most significant negative impacts of the planned proposed project. Just as I-95 was constructed to the west of populous areas, AAF, West Palm to Orlando needs to build west of Treasure Coast.
The vibrations from the train, the noise, the lack of employment will adversely affect Vero Beach.
The ultimate purpose of this project is to increase profits of the stakeholders - without give back to communities affected.
I live 2 blocks from tracks (noise and vibration). Our wildlife will be endangered particularly the in North Sebastian Conservation Area (scrub jays, gopher tortoises, etc. cross tracks)
Build it west, along I-95.
Travel from tree 95 to rte. A1A will be negatively affected.
This is very important issue please listen to the public cry.
It will kill our way of life.
Right of way moved west to farm and ranch area
Our community is just on the west side of tracks ; not good for environment
We are a community of 55 and older we do not need environmental and safety issues.
Use only electric train above ground.

Congestion and noise will deteriorate the community and county.

Should be financed independently.

Will taxpayer dollars pay for upkeep of the tracks?

Waited 1/2 hour for one train to pass, then another com by. Already a difficulty getting to US 1.

Questions: How may commuters are there to support 32 trains? Vacationers to Disney with children don't go to Miami night spots and vice versa. Don't know schedule. Will it run at night?

How much for tickets? Where is parking located at each end? Top Speed is suggested at 130 mph, what is actual average speed due to bridges, turns side track, etc. What actual speed are they going to guarantee? What is total time from entry of station to exit at other station? Any time savings from existing bus running at 70 MPH on 95? What actual speed are they going to guarantee? What is total cost including parking or secondary transportation? Has anybody tried to do 130 MPH on this run? Anybody want to do it? People get killed at 70 what happens when you almost double it?

Second track impact on existing businesses. Freight traffic will probably double at night. Get used to gate closings every 20 minutes. We alllive on the wrong side of the tracks. And don't forget noise, energy pollution. Don't even suggest local jobs.

Increased traffic due to RR crossing closing more often. Increased noise in the area. I would support AAF if the Amtrak route/rail was used instead.

Going to doctors, hospital, store, drug store; too many trains as it is now. Put train tracks up over road.

Everyone we know has to come over tracks to see us.

I drive a van transporting clients of special needs and cross the tracks several times a day. It will disrupt the normal flow of traffic.

I manage a 70 unit Senior Apt. Community with homes located within a few hundred feet from the tracks. This will be a horrible impact on 70 families. Many of the residents of Graces Landing have health issues and need quick access to the hospital which is on the other side of the tracks. EMP response times can be affected by this train. Move the tracks for this high speed train along 95 where there are less homes with elderly and children.

We area small community close to the tracks and cannot see more train traffic than we have right now. Okay near I-95; think it is needed. Will support if near I-95.

I live west of the R.R. tracks, approximately 2 miles. I am 79 years old and all of my doctors and hospital are east of the tracks on US 1 in Sebastian. I have COPD and RA and Glaucoma and cataracts. All my doctors are on US1 east of the tracks. To spend 3 or 5 minutes for freight train to go through Sebastian may possibly be deadly for me. Please do not loan or fund or guarantee taxpayers money - federal or state - to All Aboard Florida. I am strongly opposed to AAF.

Port Canaveral and Port Miami just completed huge container unloading operations that can receive the largest container ships in the world. Carrying thousands of 53 foot cargo containers that will be double stacked on hundreds of railroad cars going right through our town. The Panama Canal is currently being widened to allow passage of these massive container cargo ships that will be unloading millions of truck trailer 53 foot cargo containers that will e double stacked on railroad cars and run right thru our town so the rich can get richer. There is no reason to have this opposed high speed passenger train, it is all another scam to cover up the real plan of having more freight cars double stacked and double the weight going thru our community and destroying our homes and property values and we receive absolutely nothing for dealing with all this. Quiet zones will not be enough. Tall security fences running along side tracks will not be enough. Thicker rubber pads to replace the 1/4 inch plastic vibration pads currently installed between concrete rail support and solid steel track rails will not be enough. A tall concrete sound deafening wall like you see along some highways to block out the vehicle traffic noises going into those neighborhoods will not be enough. The constant day and night railroad crossing closures so that all these trains can pass thru our town so they can get rich is a violation of our freedom. To travel to stores/hospital/river/beach/schools where ever we would like to go to because of all these trains constantly coming thru our town is unacceptable. We must not allow this to happen to our Sebastian. I love this town and moved here because it is one of the last by the river/kick back/quiet communities. They want to make it so we will all feel like we live at a train station night and day. No way stop the train. Pictures showing how close the second set of tracks will be to his property. Picture of vibration pads torn and broken. The street is 25 mph when kids playing however 30 mph and the train will be going 110 mph.

Positive Comments

We will need this service as fuel costs rise. A service we must get the sooner the better. Where the funds come from is unimportant.

As time moves forward overpasses and underpasses will come so no negative impact. This is what happened on the North East corridor - Washington, DC to Boston, MA
Fun groups going north to Orlando and south to Miami. Easy trip from north or south.
If it works eventually we might have passenger service from all of our county.
If the train stopped in Melbourne, Sebastian or Vero Beach, I would be for it.
Would be more agreeable if the train stopped in Vero Beach or Melbourne.
I have nothing against the freight trains, they are economical for transportation.
Build it now.
Freight lines are an efficient way to transport goods and I can accept the FEC business. A passenger train that any serves a few areas but impact many is a bad idea.

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

CITY COUNCIL AGENDA TRANSMITTAL FORM

Council Meeting Date: November 19, 2014

Agenda Item Title: Summary of the All Aboard Florida (AAF) Survey which is a response to the Draft Environmental Impact Study

Recommendation: Approve the attached surveys which will be an attachment to the City of Sebastian's Response to the Draft Environmental Impact Study as indicated in step 3 of the NEPA process

Background:
The City Council approved a budgeted amount of $50,000.00 for the AAF project. The AAF project proposes to construct and operate a privately owned and operated intercity passenger railroad system that will connect Orlando and Miami, with intermediate stops in Fort Lauderdale and West Palm Beach, FL. A second set of tracks will be installed for 16 new round-trip intercity passenger train trips (32 one-way trips). Because AAF has applied for a loan under Federal Railroad Association's (FRA's) Railroad Rehabilitation and Improvement Financing (RRIF) program, FRA is required under the National Environmental Policy Act (NEPA) to conduct an analysis of the potential environmental impacts resulting from the Project. NEPA compliance is a prerequisite for RRIF approval, and FRA will not approve the Project for a RRIF loan until the NEPA process is complete.

An Environmental Impact Statement (EIS) is a document required by NEPA that describes the environmental effects of a project to inform decision-makers and the public. NEPA is a federal environmental law that facilitates public disclosures and establishes policies for federal agencies to study a reasonable range of alternatives and assess environmental impacts of projects. An EIS must be prepared by a federal agency for any major federal action significantly affecting or with the potential to affect the quality of the natural and built environment. Environmental effects can be both positive (beneficial) or negative (adverse).

The Draft Environmental Impact Statement's (DEIS) purpose is to disclose all environmental effects associated with the project alternatives, whether they are adverse or beneficial and allow the public to review and comment on the document.

The City of Sebastian held a Public Workshop on October 15, 2014 to obtain comments regarding the DEIS. In addition, The Department of Transportation, Federal Railroad Administration, held a meeting November 5, 2014 to obtain comments. All comments must be submitted in writing to Mr. John Winkle, Federal Railroad Administration, 1200 New Jersey Avenue, SE Room W38-311, Washington, DC 20590 by December 3, 2014.

If Agenda Item Requires Expenditure of Funds:
Add-on Cost: N/A
Total Cost:
Amount Budgeted in Current FY:

If Cost Requires Appropriation:
Amount of Appropriation Required:
Fund to Be Utilized for Appropriation:
Administrative Services Department Review:_____

Attachments:
Attached are the completed public AAF Surveys and Charts.

City Manager Authorization:
_____

Date: _____

Cynthia Watson

From: Frank Watanabe
Sent: Friday, September 26, 2014 9:20 AM
To: Cynthia Watson
Subject: FW: AAF EIS

FYI on a response letter to a concern citizen. There will be more of these concerns from residents.

From: Joseph Griffin
Sent: Friday, September 26, 2014 9:14 AM
To: 'chef@hotmail.com'
Cc: Sally Maio; Bob McPartlan; Frank Watanabe; council
Subject: RE: AAF EIS

Mr. Tallant:

I have been asked by our Mayor to respond to your recent e-mail to him.

First, I am very impressed regarding your technical knowledge of the issue. I hope you realize that you, or any other citizen, may respond to the DEIS with direct questions to the FRA. Your technical questions, in my opinion, definitely qualify for an answer from the FRA.

Second, the City of Sebastian is in the process of preparing our questions during the public comment period. In addition, we will be conducting a "open house' on 15 October 2014 to receive public input so that staff can incorporate public concerns into our submissions to the FRA.

Third, and perhaps most important. You state that the City Council has decided to 'support' AAF's plan. That is incorrect. Council recently directed me to submit, through our City Engineer, a grant application for 'possible' quiet zones. It is my view that I must act in a way to provide for the safest rail crossings possible if AAF comes to fruition. We are applying for those FDOT grants as a contingency. In addition, Council recently passed a resolution requesting the Florida Attorney General to review the AAF/Orlando Expressway Authority as to its legality, and a resolution demanding that 'no public money' be used for AAF expansion. There have been no actions by Council that would hint of any 'support' for AAF's plans.

In conclusion, I consider the City still in the information gathering phase. We are working on our responses to the DEIS. We have been as pro-active as anyone in trying to develop contingencies, in monitoring the diagnostic surveys, and in keeping before the public this issue. Frankly, I am the person in charge of developing our Council Agendas. An inspection would reveal that we have the AAF issue 'talked about,' or a presentation made on the subject matter, at roughly every other meeting---since December 2013. That is by design, in order to keep the public informed as to the importance of the issue. In addition, we are fully cognizant that FEC/Fortress/AAF controls the rail bed. The City's actions are meant to protect our citizens to the greatest extent possible.

Joe Griffin
City Manager
City of Sebastian
1225 Main Street
Sebastian, FL 32958
772-388-8200 office
772-581-0149 fax
www.cityofsebastian.org

From: Robert Mcpartlan [mailto:rmcpart1@hotmail.com]
Sent: Thursday, September 25, 2014 2:49 PM
To: Joseph Griffin

Cc: Sally Maio
Subject: Fwd: AAF EIS

Joe,
Please respond to email. Probably have Frank review.
Bob

Sent from my iPad

Begin forwarded message:

Resent-From: <CouncilmemberMcPartlan@CityofSebastian.org>
From: Joel Tallant <chef@hotmail.com>
Date: September 25, 2014 at 9:31:41 AM EDT
To: <bmcpartlan@cityofsebastian.org>
Subject: AAF EIS

Good Morning ,

As a resident of the City of Sebastian I am appalled by the decision of the City Council to support AAF's plan for the High Speed Train from Orlando to Miami. It will be a detriment to our small fishing village that we all have worked hard to keep! Below are just a few of my concerns that I feel you have overlooked and should take the time to investigate.

No where can I find in the EIS showing the results of : " Buildings where Rayleigh waves would cause structural damage." As just using the term "vibrations" does not cover everything accredited to all vibrations in a whole. No where in the EIS does it address the Rayleigh waves. Why? Explain.
What geographical land type was used in the study to determine the impact of the vibrations/Rayleigh waves from the trains passing by?
Where there any distinctions made on the type, age and conditions of the structures in close proximity to the train tracks? And if so, what?
In the Summary of the EIS it states(page S-18)," The Project would have no direct or indirect effects (noise, vibration or change in setting) to the historic resources located adjacent to the N-S Corridor. " This is NOT AT ALL the case, there is historic properties directly adjacent to the N-S Corridor in Indian River County alone not to mention the other counties affected.
What if any will be done to mitigate these issues with the areas that will be impacted by the vibrations/Rayleigh waves from the High-Speed trains and increased freight train traffic?
In Rayleigh surface waves the particle motion has both horizontal and vertical components. No where is this discussed in the EIS. The problem to find out a low-cost method to install barrier walls against train-induced ground vibrations has been under investigation. The purpose is to isolate buildings from the traveling Rayleigh surface waves. This usually happens when the soil consists of soft layers of clay. Such places are locating very often in coastal places, where the soil originates from the sea bottom sediments or erosion sludge conveyed by rivers. One promising work method is sheet-piling, in which case the barrier has to be composed of sheet-pile wall with soft isolation layer at its building side. The purpose of the wall is to reduce the amount of soil masses to be removed and also to support the isolation layer. Isolation material could be air cushion or granular material like artificial gravel. The installation work can be

carried out by computer controlled boom system, which allows drive the pile wall in prescribed inclination angle. The boom is equipped with an integrated gripper-driver unit and may belong to an excavator with track wheels or it may be mounted on a customized wagon. By changing cyclically the bucket and sheet piler, the work process can run in piling-digging-layering-filling phases semi-automatically, where the operator assists changes from one internally automatic task to a next one.
In all of the material it shows that the trains will be traveling at a distance of 50 feet from structures, this is not the case in most cities along the Treasure coast. In Figure 4.2.2-4 the AAF EIS shows Locomotive Powered Passenger or Freight trains traveling at 50 mph. However, with existing speeds of the freight trains that travel along the N-S Corridor at 54.2 mph, no where does it show what the impact of the High-Speed train traveling at 103.34 mph through Indian River County, 93.38 mph in St. Lucie Co. and 76.96 mph in Martin Co. Why? Explain.

Thanks for your time and commitment to our beautiful city. Have a great day!

Sincerely,

Joel L Tallant Sr.
chef@hotmail.com
Phoenix Vero Beach, LLC
772.538.7670

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3 Get 6 to 8 hours of sleep nightly

In one multistudy analysis, researchers at the University of Warwick in England found that people who slept less than five or six hours a night were 28 percent more likely to develop diabetes than those who slept six to eight hours. And even though we've been told you can't "catch up" on sleep on the weekend, another study found that sleeping for 10 hours a night on the weekend—after getting just six hours a night during the week—greatly improved insulin sensitivity.

Horns

60 Freight Trains Per day

Horns Only Blown 6 times

Usually 7 to 9 times each train All night $60 \times 6 = 360$ A day & Night

All Aboard Florida

32 Trains if they blow only 4 times

$32 \times 4 = 128$ a day

488 Horns per Day & Night

21 Horns An Hour & more

No Relief For Homeowners And Business Owners

8 Effects of Sleep Deprivation on Your Health

By CHRISTY MATTA, MA



Many people today find that there are not enough waking hours to accomplish all we need to do. Work, long commutes, email, family responsibilities and household chores can eat up much of our waking time.

In order to get chores done or get in a little extra leisure time, many cut corners on sleep. We rationalize that a few hours here and there won't make much difference.

But sleep deprivation can have effects on both your mental and physical health.

So what are these negative effects of not getting enough sleep?

Negative Effects of Not Getting Enough Sleep

1. **Lower stress threshold.** When you're tired, routine activities, such as stopping at the grocery store on the way home from work, walking the dog or picking up the house can feel like overwhelming tasks.
2. **Impaired memory.** Deep sleep fosters the formation of connections between cells, and REM sleep aids in memory formation. Students considering pulling an all-nighter to study for that big exam might do better to get some sleep.
3. **Trouble concentrating.** When you're dragging yourself through the day, it's hard to stay alert and focused. This is why we don't want our pilots and surgeons to lose too much sleep. Sleep-deprived people have trouble focusing on tasks and overestimate their performance.
4. **Decreased optimism and sociability.** Whether it's the effort we have to put into staying awake or other factors, sleep deprivation makes us less hopeful and less friendly.
5. **Impaired creativity and innovation.** A growing body of research suggests that sleep deprivation may have a particular effect on cognitive processes that rely on our experience of emotions.
6. **Increased resting blood pressure.** Several studies have found that sleep deprivation leads to increased blood pressure (Fujikawa et al., 2009) and even half a night of sleep loss has been reported to increase blood pressure in people with hypertension or pre-hypertension (Lusardi et al., 1996).
7. **Increased food consumption and appetite.** Research indicates that acute sleep loss enhances pleasure response processing in the brain underlying the drive to consume food (Benedict et al., 2012). The researchers raise the question of whether chronic sleep deprivation is linked to rising levels of obesity.
8. **Increased risk of cardiac morbidity.** A number of factors can lead to an increased risk of heart attacks, and sleep deprivation is one of them. During experimental sleep deprivation of healthy participants, increases in inflammation associated with the future development of cardiovascular disease occurred.

Why we experience all of these health problems related to sleep loss is not entirely known. The strain of staying awake, alterations in hormone levels that the body releases during sleep, upsetting the strong circadian drive for sleep, loss of REM sleep and other factors may all play a role.

Although scientists may still debate the function that sleep provides us, it is clear that lack of sleep is associated with mental and physical dysfunction.

If you're one of the chronically tired or if you view sleep as a waste of precious time, it might be time to change the way you think about sleep. You may not be aware of what your brain and body are doing during sleep, but that time is vital to your ability to function and potentially to your life.

Need help with getting to or staying asleep? Try these tips for shutting off your brain before bedtime.

References

Fujikawa T., Tochikubo O., Kura N., & Umemura S. (2009). Factors related to elevated 24-h blood pressure in young adults. *Clinical and Experimental Hypertension*, *31*(8), 705-712.

Lusardi P., Mugellini A., Preti P., Zoppi A., Derosa G., Fogari R. Effects of a restricted sleep regimen on ambulatory blood pressure monitoring in normotensive subjects. *Am J Hypertension*. 1996;9:503–5.

Benedict C., Brooks S. J., O'Daly O. G., Almèn M. S., Morell A., Åberg K., ... & Schiöth H. B. (2012). Acute sleep deprivation enhances the brain's response to hedonic food stimuli: an fMRI study. *Journal of Clinical Endocrinology & Metabolism*, *97*(3), E443-E447.

Cynthia Watson

From: Frank Watanabe
Sent: Tuesday, October 07, 2014 8:37 AM
To: 'Goins, Andre'
Cc: Cynthia Watson
Subject: RE: Sebastian Quiet Zone NOI
Attachments: Revised Grant letter.pdf; NOI letter.pdf; Cost Estimate.pdf; Copy of Grade Crossing Schedule.pdf

Andre,

Thanks for the clarification on the percent of FDOT funding for this grant application. Per our conversation, attached is the revised grant letter, NOI letter, construction cost estimate and the schedule. I am waiting for Tom Drake to provide me with the inventory of the rail crossings. Please let me know if there are any addition questions or comments.

Thanks for your assistance

Frank Watanabe
Community Development Director/City Engineer
City of Sebastian
(772) 388-8228

From: Goins, Andre [mailto:Andre.Goins@dot.state.fl.us]
Sent: Monday, October 06, 2014 6:51 PM
To: Frank Watanabe
Cc: Cynthia Watson
Subject: RE: Sebastian Quiet Zone NOI

Hi Frank,

Quiet zones historically are requested and funded by a local jurisdiction (applicant). Consequently, the language explaining the grant program (shown below) anticipates that 100% of the total improvement cost would be incurred by the applying jurisdiction. As a result, the program construct requires that total improvement cost (to the applicant) be determined subsequent to and independent of any improvements performed by entities that are not a party to the joint participation agreement, by which the state grant will be allocated. This point was explained thoroughly in our recent conference call.

Please provide a copy of the agreement binding you to a 10% match ($50,000) for the Supplemental Safety Measures (SSM's) at the crossings in Sebastian along with the other documents you indicated below. Once validated this amount would be the total cost incurred by the local entity applicant (City of Sebastian). The state grant (if awarded) would provide the applicant (by agreement) up to 50% of this total cost.

If you have any additional questions please let me know.

Regards,

André W. Goins, P.E.
State Rail Operations and Programs Administrator
Operation Lifesaver State Coordinator

Florida Department of Transportation
Office of Freight, Logistics and Passenger Operations
605 Suwannee Street, MS-25
Tallahassee, Florida 32399-0450

Office: (850) 414-4620
Fax: (850) 414-4508
Website: www.oli.org
Email: Andre.Goins@dot.state.fl.us

Operation Lifesaver
Always Expect a Train! Look, Listen & Live

Per request here is the information on the Quiet Zones Grant Program.

The Department of Transportation (Department) State Grant Funding Program for Quiet Zones requires a letter of request (attached as - Sample Grant Request Letter) which must include:

- Complete Notice of Intent to Establish a Quiet Zone package (NOI information included in FRA QZ Document Package attachment)
- Estimated costs; including the percentage to be provided by the Quiet Zone Applicant
- Projected project schedule

Information on FDOT candidate selection priorities are shown in the FDOT Quiet Zone Interest Letter (attached) with principal criteria also shown below.
Instructions on completing the Notice of Intent (NOI) and a sample NOI are provided inside the FRA QZ Document Package (attached).

Please note, the $10 M State Grant Funding Program for Quiet Zones is to be distributed statewide within the July 1, 2014 – June 30, 2015, fiscal year through a Joint Participation Agreement (Included in packet – Joint Participation Agreement). This funding will not exceed 50 percent of the total costs of any Quiet Zone capital improvement project. The Department will distribute the funds with consideration given to the percentage contributed by the Quiet Zone Applicant, the number of rail crossing closures submitted within the Quiet Zone corridor to enhance safety, and the availability of funds within the fiscal year deadline.

The deadline for submitting your Quiet Zone Grant Request Letter is October 15, 2014.

So that we can ensure that uniform information is disseminated, please advise all interested parties to direct their questions to the individuals shown below:

Information on the Quiet Zone process can be found at http://www.fra.dot.gov/search?q=Quiet+Zones. If you need clarification on the Notice of Intent to Establish a Quiet Zone process or have other technical Quiet Zone inquiries, please contact Tom Drake, FRA, at (770) 251-6186.

For grant funding questions and to discuss any questions or concerns, please contact Andre Goins, FDOT's Rail Operations and Programs Administrator at (850) 414-4620 or andre.goins@dot.state.fl.us.

From: Frank Watanabe [mailto:FWatanabe@CityofSebastian.org]
Sent: Monday, October 06, 2014 5:43 PM
To: Goins, Andre
Subject: Sebastian Quiet Zone NOI

Andre,

Thanks for reviewing our draft Quiet Zone Grant Application submittal. Per our conversation on our submittal, I will revised and resubmit the following;

- Revised letter per the sample format with the local match % and requested grant amount
- Resend the Quiet Zone NOI
- Submit the rail inventory for the five crossing

I emailed Tom this afternoon to request for the rail inventory for the five crossing. As you know he is quite busy, so is there another rail person at FDOT that can assist me to locate and pull this information for the submittal?

Thanks
Frank Watanabe
Community Development Director/City Engineer
City of Sebastian
(772) 388-8228

Cynthia Watson

From: Frank Watanabe
Sent: Thursday, November 06, 2014 9:34 AM
To: Cynthia Watson
Subject: FW: updated cultural resources
Attachments: Cultural Resources - cover.docx

Cindy,

More info on AAF to add to our submittal letter.

From: STANBR@aol.com [mailto:STANBR@aol.com]
Sent: Thursday, November 06, 2014 9:27 AM
To: Joseph Griffin; Frank Watanabe
Subject: updated cultural resources

Joe and Frank,
Please find attached an update of the original list I sent to you. I filled it out some and put it in a better format to read. I know you may not be interested in most of the stuff, so just use what you need. Note the archaeological in or near the St.Sebastian bridge landing at Roseland.
Last night, I talked to Ken Hardin of Janus Research and kidded him about missing two NR Districts...didn't tell him where, he had no clue where. Obvious he did not do the report, but he is probably looking at it this morning.
When I ask him and the FRA head guy (David) separately about **no** local input, no coordination, and not contacting local people before DEIS was written - David was concerned and seems sincerely interested. Of course, his answer was to write a letter and they would be sure to answer. Ken gave the "song & dance" about contacting CLGs and "informants" - none, of course, are connected to Indian River County.
Hope this is of help. If you need anything else, please let me know.
Ruth

Waterfront

Cynthia Watson

From: Frank Watanabe
Sent: Saturday, November 08, 2014 7:49 AM
To: Cynthia Watson
Subject: FW: Short list for outside council
Attachments: CulturalResources-notdiscussed.docx; NRdistricts001.bmp

Cindy,

Please add to the DEIS submittal list. Since we missed meeting yesterday, I will schedule another time for Monday 11/10 to meet to get an action plan for our submittal.

From: STANBR@aol.com [mailto:STANBR@aol.com]
Sent: Friday, November 07, 2014 11:05 AM
To: Joseph Griffin; Frank Watanabe
Subject: Fwd: Short list for outside council

Joe and Frank,
For your information and file!. Kate may send this to you too. We had a conference call with the outside council in New York and he was very interested in the lack of coordination under NEPA 106 and also the major cultural resources that were not discussed in the DEIS. That led to the short list below.
Still working on the waterfront...looking good.
Ruth

From: STANBR@aol.com
To: kcotner@ircgov.com
CC: rbold@rbold.com, asobczak@ircgov.com, sboling@ircgov.com
Sent: 11/7/2014 7:45:56 A.M. Eastern Standard Time
Subj: Short list for outside council

Kate,
Attached is the "short" list you requested. There are two archaeological sites - Vero Man and Gifford Bones, also, the two National Register Districts in Sebastian. The attached map is from the walking tour for Sebastian and shows the RR and many of the "contributing" buildings to the Districts.

I did add two possible Section 4 (f) projects - Pocahontas Park and the Hallstrom Farmstead and Conservation Area.

Have fun!
Ruth

We still need to do Gifford Community!

National Register of Historic Places

Old Town Sebastian Historic District East (added 2003 - District - #03000728)
Main and Washington Sts., Riverside Dr., FEC Railroad, Sebastian
Historic Significance: Event
Area of Significance: Community Planning And Development
Period of Significance: 1900-1924, 1925-1949, 1950-1974
Owner: Private , Local Gov't
Historic Function: Commerce/Trade, Domestic
Historic Sub-function: Business, Multiple Dwelling, Single Dwelling
Current Function: Commerce/Trade, Domestic
Current Sub-function: Business, Multiple Dwelling, Single Dwelling

Old Town Sebastian Historic District, West (added 2004 - District - #03001364)
Bounded by Palmetto Ave, Lake and Main Sts., Sebastian
Historic Significance: Event
Area of Significance: Community Planning And Development
Period of Significance: 1875-1899, 1900-1924, 1925-1949, 1950-1974
Owner: Private
Historic Function: Domestic
Historic Sub-function: Multiple Dwelling, Single Dwelling
Current Function: Commerce/Trade, Domestic
Current Sub-function: Business, Multiple Dwelling, Single Dwelling

Contributing Resources:

List of Contributing Resources

There are a total of 40 contributing resources, including outbuildings, in the Sebastian Old Town Historic District and 28 are primary buildings. Many were significant to the development of the town for being associated with Sebastian's early citizens. The residence at 1063 Louisiana Avenue has had some fire damage, but is still considered a contributing resource, because it was the first doctor's office in town and the fire did not completely destroy the building's historic integrity. (PHOTO 32)

	MSF#	Street Address	Name	Function	Style	Yr.Built
		Louisiana Avenue				
1	IR00095	1016 Louisiana Ave.	Lillian Jewel Fields House	Res	VF	c.1914
2	IR00819	1024 Louisiana Ave.	H. Ashburner House	Res.	VF	c. 1930
3	IR00823	1044A Louisiana Ave.	James Gray	Garage	VF	c.1910
4	IR00824	1048 Louisiana Ave.	B.F. Day, House	Res.	VF	c. 1920
5		1053 Louisiana Ave.		Res.	MV	c. 1930
6	IR00097	1061 Louisiana Ave.	Edith Suddard House	Res	VF	c.1909
7	IR00098	1063 Louisiana Ave.	Dr. David Rose House	Res	VF	c.1910
8	IR00096	1065 Louisiana Ave.	Edwin Sembler House	Res.	VF	c.1910
		Palmetto Avenue				
9	IR00105	1025 PalmettoAve.	A.G. Rose/M.Hall House	Res.	VF	c. 1890
10		1025A Palmetto Ave.		Outbuilding	VF	c. 1920
11		1025B Palmetto Ave.		Outbuilding	VF	c.1920
12		1025C Palmetto Ave.		Outbuilding	VF	c.1920
13		1025D Palmetto Ave.		Shed	VF	c.1920
14		1036 Palmetto Ave.	F. Carpenter House	Residence	VF	c. 1910
15	IR00826	1049 Palmetto Ave	H. Field House	Res.		c. 1921
16	IR00146	1056 Palmetto Ave	Bill Ryall House (Sears)	Res.	VF	c.1927
17		1056A		Garage	VF	c. 1927
18	IR00145	1053 Palmetto Ave	Gulledge Letchworth Phelps	Res.	VF	c.1925
19	IR00104	1100 Palmetto Ave	Fern Devane House	Res.	VF	c.1908
20		1101 Palmetto Ave.		Res.	VF	c.1930
21		1101A Palmetto Ave.		Shed	VF	
22		1101 B Palmetto Ave.		Shed	VF	
23		1113 Palmetto		Res.	Mod	c. 1950

		Main Street				
24		1068 Main St.	J. Beugnot House	Res.	VF	c.1900
		Bottom of Main St.	Eagle County Fish Dock	Object		
25	IR00102	North Side of Main St.	Hardee Oak Tree/Site	Tree		c. 1919
26			City park	Other		
27		1100 Main Street		Comm.	Mod	c. 1949
		U.S.1				
28		1206 U.S.1		Mult.Family	Mod	c.1951
29		1210 U.S. 1		Comm.	Mod	c.1951
30	IR00111	1208 U.S.1	William Braddock House	Mixed	MV	c.1919
31		1208A U.S.1	William Braddock House	Outbuilding	VF	c. 1920
32	IR00151	1141 U.S.1	Stephen Vickers House	Res.	VF	C.1919
33	IR00149	1133 U.S.1	Bamma Vickers Lawson	Comm.	VF	C.1900
34	IR00110	1125 U.S.1	Sebastian Town Hall	Comm.	VF	c. 1913
35		1117 U.S. 1	Sebastian River Baptist	Church	Mod	c. 1950
		Washington				
36	IR00147	709 Washington St.	Maurice Braddock House	Comm.	VF	c.1920
		Indian River Drive				
37		1215 Indian River	Harbour Lights Motel	Office	Mod	c. 1951
38		1215 Indian River	Harbour Lights Motel	Rooms		c.1951
39		1215 Indian River	Harbour Lights Hotel	Rooms		c.1951
40		1215 Indian River	Harbour Lights Motel	Outbuilding		c. 1951
41		1215 Indian River	Harbour Lights Motel	Outbuilding		c. 1951

Code to Styles:

VF – Vernacular Frame
MV- Masonry Vernacular
Mod- Modern

Non-Contributing Resources:

Non-contributing buildings are found scattered throughout the district. There are 14 non-contributing buildings and 11 are primary structures. The starkest non-contributing resource is a Bell South Telephone Commercial building located at 1137 U.S.1 (PHOTO 33) Most , however, are outbuildings constructed within the last fifty years. Other non-contributing buildings include residences built in the 1960's. These are heavily obscured by the landscape. (PHOTO 34). A few are historical buildings that have endured significant alterations that haven't left much of the original exterior fabric exposed. (PHOTO 35) A non-contributing building located at 700 Main Street was constructed in 1957 and was the first city-owned City Hall. Although it does not currently meet the fifty-year rule to be considered a contributing structure, the local Sebastian Area Historical Society is certain to put it on their list in 2007.

List of Non-Contributing Resources:

		Louisiana Avenue			
1		1053A Louisiana Ave.		Garage	c. 1950
2	IR00827	1040 Louisiana Ave.	Charles Hancock House	Res.	c.1910
3	IR00823	1044 Louisiana Ave	James Gray House	Res	c.1910
4		1032 Louisiana Ave.	Green's Gas	Municipal	c. 1966
		Main St.			
5		700 Main Street	City Hall/Firehouse	Professional	c.1957
		Cross St.			
6		1215 Cross St.		Residential	c. 1963
		Palmetto Avenue			
7		1015 Palmetto Ave.		Residential	c. 1958
8		1033 Palmetto Ave.		Residential	c. 1958
9		1041 Palmetto Ave.		Residential	c. 1961
10	IR00144	1044 Palmetto Ave.	Orva Carpenter House	Residential	c. 1930
11		1044A Palmetto Ave.		Outbuilding	
12		1053A Palmetto Ave.		Outbuilding	
		U.S.1			
13		1137 U.S. 1	Southern Bell Telephone	Comm.	c. 1979
14		1209 U.S. 1	Vickers Store/Real Estate	Comm.	c. 1920
15		1141A U.S.1	Stephen Vickers House	Garage	c. 1980

OLD TOWN SEBASTIAN HISTORIC DISTRICT
Name of Property

INDIAN RIVER, FLORIDA
County and State

8. Statement of significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ A Property is associated with events that have made a significant contribution broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction of represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years

Areas of Significance
(Enter categories from instructions)

☐ Agriculture
☒ Architecture
☐ Archaeology
☒ Community Planning
☐ Commerce
☐ Education
☐ Early Settlement
☐ Health/Medicine
☐ Industry
☐ Maritime History
☐ Military
☐ Politics/Government
☐ Recreation
☐ Social History
☐ Transportation
Other: _____

Period of Significance

1893

Significant Dates

1893
1920
1946

Significant Person

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparingthis form on one or more continuation sheets.)


RAIL ROAD CROSSING
SEBASTIAN POLICE
WARNING


RAIL
CROSSING
ROAD
SEBASTIAN POLICE
WARNING

Visualize This: A True High-Speed Train System built along either the I-95 or Florida Turnpike Transportation Corridors West of our Coastal Cities and Towns. The Florida East Coast Railway Tracks have been replaced with a Landscaped Linear State Park Greenway with Bicycle and Walking Paths that are highly utilized by our citizens and enhances the quality of life rather than destroying it.

You may recall that a True Florida High-Speed Rail Project with speeds of up to 186 mph was proposed with initial service between Tampa and Orlando and with plans to extend the service south to Miami along the existing I-95 and Florida Turnpike Corridors that already have traffic overpasses and noise abatement walls along the populated areas and which would allow the trains to attain much higher speeds. There would be no issues with the trains bisecting the towns and stopping Automobile, Public Safety Vehicles, Marine Traffic and Pedestrians along the way 32 times (or more) each day.

Governor Rick Scott, during his second month on the job in 2011 rejected a whopping $2.4 Billion Dollars in Federal Money to help build this Proposed High Speed Rail Line from Tampa to Orlando and Orlando to Miami. Why?

Now Privately Owned Florida East Coast Railway is trying to force a Second Class Not-So-High-Speed System on us using a century old rail right of way that has long outlived its usefulness. This Route through the Treasure and Space Coasts bisecting our cities and towns will significantly damage the Quality of Life, Health and Safety of our Citizens and the Economies of the Region.

One of the major incentives for FECR to upgrade the tracks is to allow more Freight Trains through our region as a result of the Port of Miami Improvements which will allow Huge International Container ships to unload there and the containers to be transported via rail with more potential for derailment disasters along the way.

Scott has now pledged $215 Million in Florida State funds to build a massive Orlando Transit Hub with an additional $467 Million from the Greater Orlando Aviation Authority totaling $682 Million to serve the Privately Owned All Aboard Florida. This helps only Miami, Ft. Lauderdale, Palm Beach and Orlando and does nothing for the Treasure and Space Coasts as both passenger and freight trains loudly rumble through our cities and towns and across our waterways at least 32 times per day.

I suggest the following: Offer Florida East Coast Railway / All Aboard Florida an easement along the Florida Turnpike or I-95 to build new tracks in exchange for vacating and abandoning the existing tracks through the centers of our coastal cities and towns and deed the land and right of way to the State to be used as Linear Park. The State, in cooperation with the Cities and Towns along the route can then remove the tracks and install bicycle and walking paths with Florida Landscaping along the Greenbelt.

Two Much Better Route Options:

- The Turnpike Route is more direct and would significantly cut the travel time - Downtown Miami to Orlando International Airport is approximately 230 Miles.
- The I-95 to SR-528 Route is approximately 273 miles but runs closer to 4 International Airports along the way: Miami, Ft Lauderdale-Hollywood, Palm Beach and Melbourne. Shuttles from the airports delivering people to a True High Speed Train Terminal would greatly increase the number of passengers utilizing the trains and boost the Florida economy.

Looks like a Win-Win solution to me

Ken Bradley

LAW OFFICES

NEILL, GRIFFIN, TIERNEY, NEILL & MARQUIS

CHARTERED

311 SOUTH SECOND STREET

SUITE 200

FORT PIERCE, FLORIDA 34950

RICHARD V. NEILL[□]
J. STEPHEN TIERNEY, III
RICHARD V. NEILL, JR.[+◦]
RENÉE MARQUIS-ABRAMS[*]

*BOARD CERTIFIED WILLS, TRUSTS & ESTATES LAWYER
◦CERTIFIED CIRCUIT CIVIL/COUNTY COURT MEDIATOR
+BOARD CERTIFIED CIVIL TRIAL LAWYER
□OF COUNSEL

MAILING ADDRESS:
POST OFFICE BOX 1270
FORT PIERCE, FL 34954
TELEPHONE (772) 464-8200
FAX (772) 464-2566

September 19, 2014

Via E-mail: tcnletters@scripps.com

Letters to the Editor
Scripps Newspapers
Post Office Box 9009
Stuart, FL 34995-9009

Re: All Aboard Florida

Dear Sir:

CSX Transportation is one of only five Class One railroads in the United States. CSX presently furnishes passenger rail service between Miami and Orlando via Amtrak. If high-speed rail is such a great opportunity, I wonder why CSX has not jumped at the chance to provide that service.

In fact, no railroad company is planning to provide the high-speed rail service. The current proposal is by a Wall Street hedge fund, Fortress Investment Group (FIG). Fortress bought the FEC in 2007 and has set up All Aboard Florida as a subsidiary. At Monday's meeting with the Board of County Commissioners, the All Aboard Florida representative acknowledged that the money being borrowed by All Aboard Florida would be used to build a second and third set of tracks that would be used by the FEC in its freight operations.

That's only half of the story. The first, second and third set of tracks and the roadbed will be owned by the FEC and will not be subject to the lien of the mortgage given by All Aboard Florida to secure its debt.

If All Aboard Florida should fail, then the FEC has the improved roadbed and the second and third set of tracks free and clear of any lien.

THIS WAS SIGNED
BY RICHARD NEILL

That strikes me like a bank lending someone the money to build and furnish a home and taking back a mortgage on only the furniture.

If the FEC is not willing to guarantee the loan to All Aboard Florida and secure it by a mortgage on the real estate and all improvements, then the loan should not be made.

With best regards.

Yours very truly,

Richard V. Neill

RVN/hmb
cc: Congressman Patrick Murphy
Senator Marco Rubio
Senator Bill Nelson
Mr. Pete Tesch, Economic Dev. Council
Florida Not All Aboard

Deb and Paul Nelson

1309 Louisiana Ave.

Sebastian, Florida 32958

To whom it may concern: October 15, 2014

We are writing this letter with deep concern to the proposed expansion of All Aboard Florida. As a new home owner on Louisiana Avenue in Sebastian, Florida, it concerns us that there is a potential of additional train tracks and train activity directly in front of our home. The increased train activity will not only affect us as homeowners but it will negatively impact those who do business in Sebastian, those who shop in Sebastian and those who visit Sebastian.

Increased volume of freight trains or use of high speed passenger trains brings no direct gain or value to our community; in fact, it will substantially decrease the value of our community. We strongly vote "NO" All Aboard Florida. However, if we cannot stop this project we would ask that there is consideration to moving it from the East Coast of Florida to a less populated area. If this project is supported and comes directly through our small communities in Florida, we would expect there to be a substantial decrease in property taxes for both residents and business owners along the route.

Please pay close attention to who is profiting from and who is losing from this venture.

Respectfully submitted,

Deb and Paul Nelson



ALL ABOARD FLORIDA
WILL DESTROY VERO BEACH

32 high speed trains + 20 freight trains = 52 trains per day
110 m.p.h. trains ripping through our neighborhoods
Threat to safety: 221 deaths in FEC corridor in 15 years
Cut off from hospital and emergency services
$1.5 billion in taxpayer money
5% - 20% decline in real estate values near the tracks
Transit Oriented Development = high density population +
Stack-and-Pack high rises---Infrastructure overload
Traffic congestion, pollution, noise, vibration, disruption to
Our legal "Right to Quiet Enjoyment."
Threat to our lagoon, wildlife habitats & natural environment

DON'T LET THIS HAPPEN
YOU CAN STOP BIG CHOO CHOO IN ITS TRACKS
www.FloridaNotAllAboard.com

SAVE OUR COMMUNITY AND KEEP VERO, VERO!

SIGN THE PETITION

32,600+ SIGNATURES SO FAR!

Cynthia Watson

From: Cynthia Watson
Sent: Thursday, November 06, 2014 10:49 AM
To: 'Joel Tallant'
Cc: Cynthia Watson
Subject: RE: rayleigh/love waves (vibrations) AAF

Mr. Tallant,
Thank you for the information.
Cindy

From: Joel Tallant [mailto:chef@hotmail.com]
Sent: Thursday, November 06, 2014 10:46 AM
To: Cynthia Watson
Subject: rayleigh/love waves (vibrations) AAF

Good Morning Cynthia,

I am sorry I didn't get these to you soon, but here are some of the research I have found regarding rayleigh / love waves causing structural damage to buildings in close proximity to railway lines. I hope this helps as I do not wish to see our small community be destroyed along with history. Thanks and have a great day!

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf

http://www.iaarc.org/publications/fulltext/isarc2001-ACM_30.pdf

http://www.vulcanhammer.net/svinkin/vibration.php

http://www.cedtechnologies.com/index.php/areas-of-engineering-expertise-at-ced/civil-structural-construction/385-vibrations-can-cause-structural-damage

http://mceer.buffalo.edu/education/reu/2007/content/09Jaswal-paper.pdf

Sincerely,

Joel L Tallant Sr.
chef@hotmail.com
Phoenix Vero Beach, LLC
www.farmtotabletofarm.com
772.538.7670

Cynthia Watson

From: Frank Watanabe
Sent: Thursday, November 06, 2014 10:53 AM
To: Cynthia Watson
Subject: Accepted: FL-603 Public Assistance Grant Training

1215 Indian river Dr
Sebastian, F. 32958
October 14, 2014

Mayor McPartlan and members of the city council:

As we learn more about the plans of All Aboard Florida it is clear this will be disastrous for Sebastian and all Treasure Coast residents and businesses.

A representative of AAF told the St. Lucie County Commission that two more train tracks (not one) are planned to run through our towns. So we can multiply the number of track closings that will cut off our people from their emergency room and doctors.

Just as upsetting is the fact that more freight trains will be running through our towns. A few nights ago a late night show cited the number of train wrecks throughout the US and Canada . These wrecks not only blocked rail crossings for hours, but killed town residents when freight trains carrying oil, gas and other dangerous cargo exploded sending walls of fire blocks wide.

Also cited was the fact that freight trains are pulling 100 cars at a time.

AAF has misrepresented their financial plans to the public. A now proven fact. So what about their stated plan to run high-speed passenger trains? Passenger trains are unprofitable. This explains no passenger train stops. But freight trains make money.

The expanded Miami Port is bringing in more large cargo ships that need transport of their cargo

Put these facts together and AAF plans are clear. They plan freight trains picking up ship cargo in Miami to move it north. Very bad news for all Treasure Coast towns where train tracks run right through high population neighborhoods.

I hope our city council will take a firm stand, on the record, against AAF.
Tell them to go to ---- I95.

Ruth Sullivan, Sebastian business and home owner

Oct 13, 2014

To: City of Sebastian

Re: All Aboard Florida & Quiet Zones

We all live in Sebastian & Indian River County for it's Bedroom community & quiet living.

That seems this is all going to change for our communities in the next few years with All Aboard Florida & double the freight trains. What a disaster this will be for all living close to & even miles from the track, not to mention Emergency delays on the west side of the tracks.

This should be VOTED on by the people of the counties to be subject to such an invasion of our lives, this is like a dictatorship. Safty issues "if" Accident would destroy homes & life close to tracks

This morning alone from Main St to the 512 the horn BLEW 13 times at 8:15 Am. Oct 13, 2014 3:40 Am horn blew 8 times at 5:13 Am 9 times. WE NEED TO SLEEP! WE NEED a QUIET ZONE.

Sleep is extremely Essential to good HEALTH, ask any Doctor & without a QUIET ZONE hundreds of Thousand of peple along RR Tracks & miles away will be effected with Health Issues.

All these trains will eventually

Compromise our homes & pools by shifting the ground within a short period of time leaving cracks in floors, walls & pools.

What gives you people from All Aboard Florida the right to destroy so many wonderful communities.

What happens to OUR Property Values, they will plummet, DO WE get a TAX Break as our homes become unsalable or Rental Property won't rent DUE TO 60 or more trains a day.

Why is this Happening, Where are our State Reps to protect TAX paying Citizens from losing what WE have worked so hard to achieve. Let them put this track thru their gated Community if they want it so bad, & leave us alone, they don't want all this NOISE where they live!

C. Doyle
35 Palmer Dr.
Sebastian, Fl.
32958

P.S. Why should have the State be punished for people in Orlando & Miami Areas only to BENIFIT?

RECD
City Manager's
OCT 20 2014

All Aboard Florida Comments—October 15, 2014

To: Sebastian City Council

From: Betty Mattiford
1985 E. Lakeview Drive
Sebastian, Florida 32958
772-228-9207

1. I am against adding passenger trains on the tracks along Rt. 1 that pass Barber Road.

2. We in Park Place although not directly adjacent to the tracks can hear the freight trains that pass blowing their horns.

3. One of the reasons I moved there was because shopping at Publix and Walgreens on the corner of Rt. 1 and Barber was close by. I could be held up countless times a day trying to reach these close locations.

4. All of my doctors are along Rt. 1 in Sebastian or south in Vero Beach. These trains would add to my time trying to keep appointments.

5. I have to cross the tracks to get to all the cultural activities and restaurants in Sebastian and Vero Beach at some point if not at Barber Road.

6. These 32 additional trains will lower the value of my house because of the noise and inconvenience they will cause.

7. With that many trains going 100 mph there is bound to be an accident at some point in time either with the passenger trains or concurrently running freight trains.

8. Although only speculated, I do believe there will be increased freight traffic with the new additional tracks.

9. I also think the passenger train service will not be financially feasible and thus will want a government bailout which means my tax dollars will be paying for this.

10. I see no local benefit at all in any way to approving this passenger service.

Betty Mattiford

V

No All Aboard Florida

Janet M. Bucossi
391 Pine St.
Sebastian, Florida
32958
October 26, 2014.

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W 38-31
Washington, D.C. 20590

Dear Mr. John Winkle:

The purpose of my letter today is to urge you to OPPOSE the All Aboard Florida Project. Any increase in the current usage of those East Coast Florida rail tracks would negatively impact communities on the Treasure Coast significantly.

There are 78 grade crossings along the Treasure Coast all of which currently serve those communities. Emergency responses and normal vehicular traffic will be greatly delayed by an increase in track usage. The ALL Aboard Florida Project will impact services daily in those areas and create unacceptable roadway conditions. Any delays are unacceptable.

Property values will be negatively impacted in an area already stressed by foreclosures. Noise & vibration will negatively impact residences and businesses along those current corridors.

Low interest loans from the Federal Railroad Administration may help the All Aboard Florida Project to get underway. What it does to the taxpayer in these areas is disgraceful. It will degrade their property values, impede emergency response assistance and then ask them to subsidize the project with their tax dollars. Talk about adding insult to injury. Surely the Federal Railroad Administration would not wish to desecrate the Treasure Coast.

Why not support the development of brand new tracks along the central portion of the state where the impact to a highly populated east coast would not be so great. Add another Auto-Train to the All Abord Florida concept and then you really have something to "toot your horn" about.

Thank you for your prompt attention to this very serious matter. There are some very high stakes with All Aboard Florida's current Plan.

Yours truly,

Janet M. Bucossi

Jeanette Williams

From: ann lucier <nrbsebastian@gmail.com>
Sent: Wednesday, October 29, 2014 12:18 PM
To: Alan; Bob Progulske; Cynthia Watson; Frank Wantanabe; George Millar; Gil; James Clifton; Jeanette Williams; John Brady; Robin; Rose Harris
Subject: Fwd: use this one instead
Attachments: No All Aboard Florida.txt

---------- Forwarded message ----------
From: **ann lucier** <lucierann@gmail.com>
Date: Wed, Oct 29, 2014 at 10:42 AM
Subject: Fwd: use this one instead
To: ann lucier <nrbsebastian@gmail.com>

---------- Forwarded message ----------
From: **Janet Bucossi** <bucossij@yahoo.com>
Date: Wed, Oct 29, 2014 at 6:54 AM
Subject: use this one instead
To: Ann & Steve Lucier <Lucierann@gmail.com>

spelling error in the other one....

Jan

Cynthia Watson

From: Frank Watanabe
Sent: Thursday, November 06, 2014 10:37 AM
To: Cynthia Watson
Subject: FW: Negative Economic Impacts of High Speed Rail, No County Left Behind?

Importance: High

More on AFF to add to our submittal letter

From: Beth Mitchell [mailto:bmitchell@sebastianchamber.com]
Sent: Thursday, November 06, 2014 10:09 AM
To: Frank Watanabe
Subject: FW: Negative Economic Impacts of High Speed Rail, No County Left Behind?
Importance: High

Here are the two papers from China. B.

From: Beth Mitchell [mailto:bmitchell@sebastianchamber.com]
Sent: Thursday, November 06, 2014 9:55 AM
To: 'Kcotner@ircgov.com'
Subject: Negative Economic Impacts of High Speed Rail, No County Left Behind?

Kate,

Here are the papers I was speaking with you about last night. I have included the titles, in case the links don't work.

The Distributional Impact of High Speed Rail Upgrade in Chinq – No County Left Behind? Y Qin October 21, 2013

High Speed Rail Upgrade Leads to Economic Slowdown in Counties: Yu Qin

http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0CCUQFjAB&url=http%3A%2F%2Fblogs.worldbank.org%2Fimpactevaluations%2Fhigh-speed-rail-upgrade-leads-economic-slowdown-counties-guest-post-yu-qin&ei=04lbVL6kHourNt2TgvgI&usg=AFQjCNFu7NHdjCs2Ot-UZn19hci7UVR5Hg&sig2=ZmhHNfIRbsII68hpJwhOOA

http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=3&cad=rja&uact=8&ved=0CCwQFjAC&url=http%3A%2F%2Fwww.worldbank.org%2Fcontent%2Fdam%2FWorldbank%2Fdocument%2FEAP%2FChina%2Fhigh_speed-rail-%2520in-china-en.pdf&ei=04lbVL6kHourNt2TgvgI&usg=AFQjCNHgNS_LyPe40wFwQoU8fJFfK9wd9Q&sig2=RL-D8R6KVU6s4oYg14JBCw

There are other papers out there that address HSR in Korea and in Europe. B.

Beth L. Mitchell
President / CEO

Sebastian River Area Chamber of Commerce
700 Main Street, Sebastian, FL 32958
Phone: 772-589-5969 | Fax: 772-589-5993
www.SebastianChamber.com



Sebastian River Area
CHAMBER OF COMMERCE

CERTIFIED
CHAMBER
Florida Association of Chamber Professionals

Kate,

The following write-ups are for the two archaeological sites and two historical districts <u>not discussed</u> in the DEIS report. I have also added a "possible" list of Section 4 (f) sites with an explanation.

I hope this is what you wanted. This would be the short list – I still have the long list.

Ruth

****

Archaeological Sites - These are two known "paleo" sites located along the FEC corridor where upgrading of the railroad bridges are to take place. Without detailed plans (only the 30% plans are available) it is difficult to determine impacts. - The Vero Man site is eligible for National Register and the Gifford Bones may also be eligible.

Vero Man:

This site is located along the Main Relief Canal (Van Valkenburg Creek) – The railroad bridge currently over the Main Relief Canal is slated to be upgraded. Historically, the Main Relief Canal was a tidal creek called Van Valkenburg and was joined by several smaller creeks in the area near present day U.S. 1

The channelization of this creek was part of the Plan of Reclamation proposed by Indian River Farms Land Development when they purchased land from Florida's Trustees of the Internal Improvement Fund (C. 1913)

As the channelization of Van Valkenburg Creek took place not only fossilized "paleo" bones of mega fauna appeared out of the canal banks, but human bones were unearthed at two separate sites – male and female – hence Vero Man.

This is a large site (approximately 18 acres or more) and extends east under the railroad and U.S. 1 - originally Dixie Highway. The site also extends to the north and to the southwest. The construction of a City stormwater project was halted several years ago because of the impacts to this expanded site.

Archaeologists from Mercyhurst University, the local Old Vero Ice Age Committee, and scientists from the University of Florida have been working at this site over the past few years. Significant artifacts along with value information have been uncovered during recent excavations that continue to support the theory that this area was important to a large number of extinct species and to the Paleo-Indians that hunted them. The timeline has been established at 12,000 to 14,000 years ago and may be even older. The archaeological activities, the research, and continued excavations are providing valuable information about the earliest people to inhabit Florida. The Vero Man site – Florida Master Site File #8IR09 - has been determined to be eligible for the National Register by Florida's State Historical Preservation Officer (SHPO). The present of Paleo-Indians, extinct species, possibly hunting weapons, and an authenticated prehistoric art etching may make this site considered a potential World Site.

Status: Listed NRHP

Impacts: Disturbance and destruction during bridge upgrade. Only 30% of plans available.

Gifford Bones:

Located at the North Relief Canal/Houston Creek, the archaeological site is recorded as Florida Master Site File #8IR07 and #8IR08. These sites are locally known as the Gifford Bones and in Rouse (1951) page 171, a description of the sites are given. FMSF #8IR07 is noted as "in side of drainage ditch" where bones of ground sloth, camel, mastodon and other animals were found. At FMSF #8IR08 a stemmed flint projectile point *"Dug out of top of ... brown sand in new canal north of Gifford ..."*.

The drainage ditch was constructed for the Plan of Reclamation of the Indian River Farms Land Development Company. This narrow canal on both the west and east sides of the RR bridge and Old Dixie Highway Bridge have yielded fossilized bones for decades.
This is a "paleo" site and the present of mega fauna and a possible stemmed flint projectile (#8IR08) could prove these sites to be as significance as the Vero Man site that is just few miles to the south.

In the 1990 archaeological survey conducted by Indian River County, this area was not investigated because of the active uses of both a working railroad and busy roadway.

Status: These sites may prove to be one large site and are potentially eligible for NRHP.
Impacts: Disturbance and destruction during bridge upgrade. Only 30% plans are available.

Historic Districts:

The two Districts listed below are National Register Districts. These two National Register Districts were <u>not acknowledged or discussed</u> in the NEIS.

Old Town Sebastian Historic District East*:

Status: Listed August 2003 on National Register of Historical Places.

Impacts: Vibration, noise, safety, viewshed

Old Town Sebastian Historic District West*:

Status: Listed January 2004 on National Register of Historical Places.

Impacts: Vibration, noise, safety, viewshed

These two Districts are separated by the Florida East Coast Railway Corridor FMSF #8IR1518.

Old Town Sebastian Historic District West includes a segment of the original Dixie Highway (now called Louisiana Street) along with a number of buildings and structures in a narrow strip between Louisiana and the RR tracks to the east. While Old Town Sebastian Historic District East faces U.S. 1 with the RR tracks to the west.

There are over 40 contributing sites or buildings in these two districts with a mixture of both residential and businesses. The period of significance is 1893 with other important dates of 1893, 1920 and 1946. The Bama Lawson House is located in the East District and was placed on the NRHP in 1990.

These two Districts were presented to SHPO in Tallahassee as one application for review, but the National Register Review Board recommended two Districts because a third linear district eligible for National Register would compliment both an East and West District. That linear district was the Florida East Coast Railway – FMSF #1497/8IR1518.

Today, we have Old Town Sebastian Historic District East and Old Town Sebastian Historic District West with the original alignment of the Florida East Coast Railway (eligible for NRHP) dividing the two Districts. [See Map]

***Viewshed: The Indian River Lagoon National Scenic Byway follows U.S. 1 south from Brevard County. In the vicinity of the two National Register Districts in Sebastian [Old Town Sebastian East and West] the viewshed includes the Atlantic Coastal Ridge (an ancient dune line), the Byway (U.S. l), the Sebastian "working waterfront", and the Indian River Lagoon. - Ruth**

Possible Federal Transportation Act - Section 4(f):

Pocahontas Park was discussed as a Section 4(f) in Table 4.4.5-2, page 4-125. The Park is owned and managed by the City of Vero Beach, not Indian River County as reported. The DEIS did not discuss that this City Park also contains two historic buildings (see below). - Ruth

1. Pocahontas Park and Historic Buildings

Indian River Farms Land Development Company platted the Town of Vero for their 55,000 acre land development. In the 1913 plat for the town, Pocahontas Park was incorporated as the town's park and located adjacent to the Florida East Coast Railway.

Pocahontas Park's facilities include a playground, tennis courts, shuffle board, fountains, and shaded benches. It is located within the boundaries of the designated Vero Beach Main Street Program, a recognized statewide program.

Status: Potentially eligible

Impacts: Vibration, noise, and safety.

Also, located within Pocahontas Park are the two buildings below. This Park is listed on page 4-141 of 4.4.5 Cultural Resources of the DEIS. The write-up for Pocahontas Park is incorrect. This is a Park belonging to the City of Vero Beach. No mention is made of the location or the buildings within the Park and their functions. - Ruth

Community Center (C.1955) – FMSF #8IR1464 is located at 2266 14th Avenue. This is the City's main community center. It is locally significance as a cultural resource. It is not in the APE as described for cultural resources, but the use of this building for community events would be impacted by the AAF proposal.

Noise, vibration, and safe issues will be a challenge in this C.1955 building. The parking is in the APE and without fencing, barriers, and buffers to prevent people, especially children, from visiting the tracks; it is just accidents waiting to happen. This building is located within Pocahontas Park.

Status: Locally significance

Impacts: Vibration, noise, safety.

Vero Heritage Center (C.1936) – FMSF #8IR624 (aka Physical Arts Center) is located at 2146 14th Avenue. It was listed on the National Register of Historical Places in January 1993.

Built during the depression years, this was the City's first community center. Leased and restored, the Vero Heritage, Inc. has continued to provide a place for events and meetings while operating a small museum dedicated to the citrus industry.

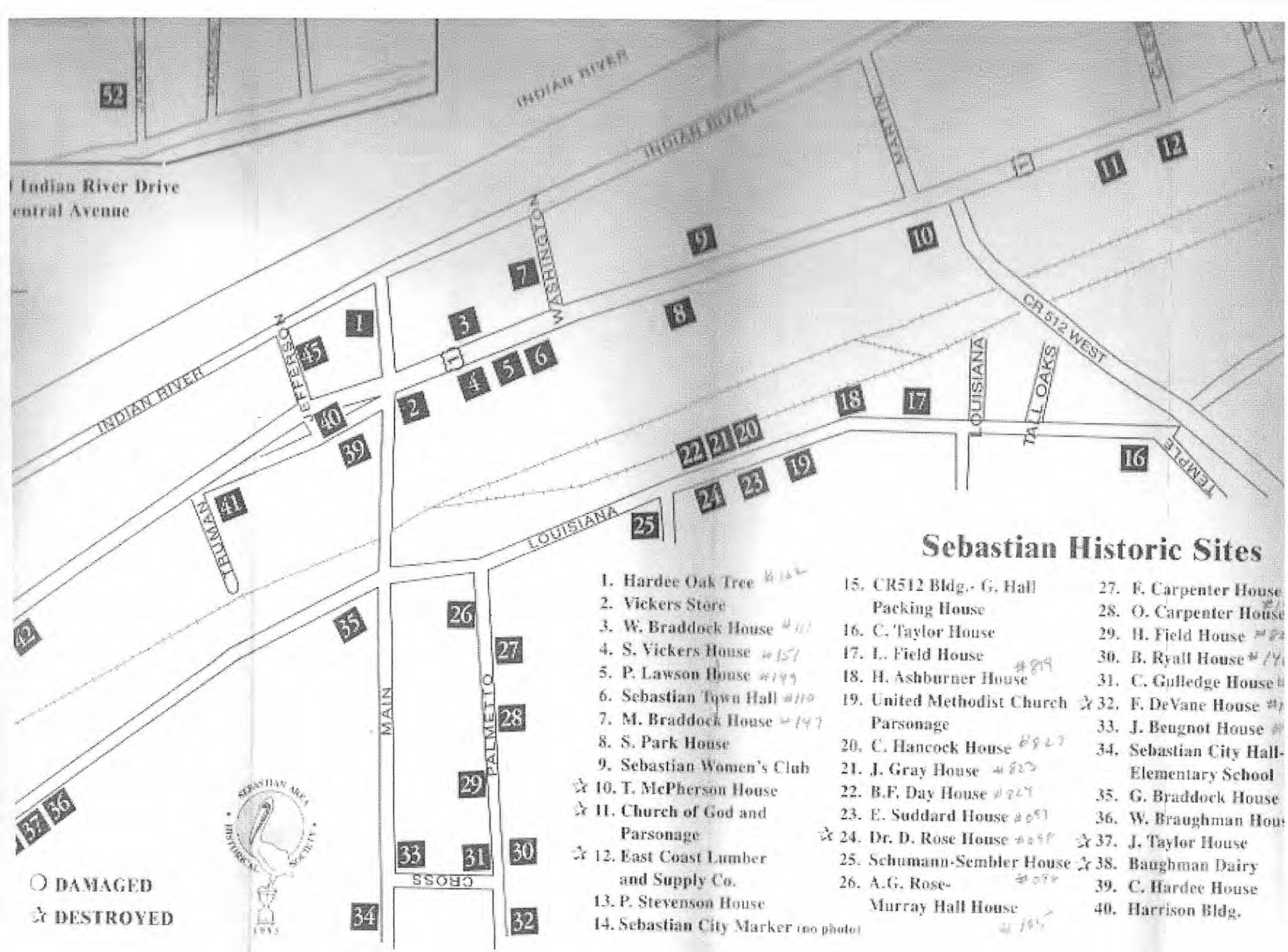
Again, noise, vibration, and safe issues will be a challenge for this non-profit and this C. 1936 building. The building is not in the APE as described for cultural resources, but the use of this building for events, meetings, weddings, and community affairs would be greatly impacted by the AAF proposal. The parking for this building is in the APE and without fencing, barriers, and buffers to prevent people, especially children, from visiting the tracks; it is just accidents waiting to happen. This building is located within Pocahontas Park.
Status: Listed on NRHP
Impacts: Vibration, noise, and safety.

****

Neither the Hallstrom Farmstead nor the Conservation Area were discussed in the DEIS. The Hallstrom House Museum is NOT in the APE but the barns are. The barns are considered a Phase II of the House Museum project. Roland and Andy may know whether this should be considered a Section (f). – Ruth

2. Hallstrom Farmstead and Conservation Area:
Hallstrom House Museum and Barns – 1723 Old Dixie – FMSF #8IR385 – This three-story brick house was built C. 1918 by Swedish immigrants growing pineapple and citrus along the Atlantic Coastal Ridge. It was listed on the National Register of Historic Places in June 2002.
The Indian River County Historical Society inherited the House and five acres of the surrounding farmstead. This house was restored and is currently a House Museum. Phase II of this restoration will be the leased barns that are located across Old Dixie Highway, immediately adjacent to the FEC Tracks, within the APA as outlined in the DEIS.
Indian River County purchased the remaining acreage (approximately 100 acres) from the Hallstrom estate as the Hallstrom Conservation Area. The acreage surrounding the House Museum on the Atlantic Coastal Ridge (ACR) is home to a number of endangered species – gopher tortoises, scrub jay, and indigo snakes. Lakela's mint, listed by the U.S. Fish and Wildlife as a rare and endangered plant is found growing on the ACR and only in this area.
Approximately 14 acres of the County's conservation lands are found east of Old Dixie and immediate adjacent to the FEC tracks. This includes the barns that are to be leased to the Historical Society for a Phase II restoration. This 14 acre tract contains both wetlands and shrub. The eastern border of these 14 acres is in the APE of the AAF project.

The Historical Society and Indian River County has worked together to restore the cultural and natural resources of the entire Hallstrom Conservation Area.
Status: Listed on NRHP - Society property only
Impacts: Vibration, noise, and safety.



Sebastian Historic Sites

1. Hardee Oak Tree
2. Vickers Store
3. W. Braddock House
4. S. Vickers House
5. P. Lawson House
6. Sebastian Town Hall
7. M. Braddock House
8. S. Park House
9. Sebastian Women's Club
☆ 10. T. McPherson House
☆ 11. Church of God and Parsonage
☆ 12. East Coast Lumber and Supply Co.
13. P. Stevenson House
14. Sebastian City Marker (no photo)
15. CR512 Bldg.- G. Hall Packing House
16. C. Taylor House
17. L. Field House
18. H. Ashburner House
19. United Methodist Church Parsonage
20. C. Hancock House
21. J. Gray House
22. B.F. Day House
23. E. Suddard House
☆ 24. Dr. D. Rose House
25. Schumann-Sembler House
26. A.G. Rose-Murray Hall House
27. F. Carpenter House
28. O. Carpenter House
29. H. Field House
30. B. Ryall House
31. C. Gulledge House
☆ 32. F. DeVane House
33. J. Beugnot House
34. Sebastian City Hall-Elementary School
35. G. Braddock House
36. W. Braughman House
☆ 37. J. Taylor House
☆ 38. Baughman Dairy
39. C. Hardee House
40. Harrison Bldg.

○ DAMAGED
☆ DESTROYED

Cynthia Watson

From: Cynthia Watson
Sent: Wednesday, November 12, 2014 10:03 AM
To: Frank Watanabe
Cc: Cynthia Watson
Subject: Transmittal for AAF
Attachments: Transmittal agenda 11-19 AAF Survey Results.doc

Frank,
See attached Transmittal for AAF.
Cindy

Cynthia Watson, MPAIR, PHR
Administrative Support Officer
1225 Main Street
Sebastian, FL 32958
772-388-8222
cwatson@cityofsebastian.org

Cynthia Watson

From: Frank Watanabe
Sent: Wednesday, November 12, 2014 10:13 AM
To: Cynthia Watson
Cc: Joseph Griffin
Subject: RE: Transmittal for AAF

Cindy,

Thanks, please print out your summary of survey tables and charts and hand deliver to Joe for his review. I just email him the revised agenda transmittal report.

Frank

From: Cynthia Watson
Sent: Wednesday, November 12, 2014 10:03 AM
To: Frank Watanabe
Cc: Cynthia Watson
Subject: Transmittal for AAF

Frank,
See attached Transmittal for AAF.
Cindy

Cynthia Watson, MPAIR, PHR
Administrative Support Officer
1225 Main Street
Sebastian, FL 32958
772-388-8222
cwatson@cityofsebastian.org

Dear Andrea Coy!

Hey! Mark Lund Here!

1053 Louisiana Ave. Sebastian.

I did not know who to give this to and I knew you would. Please help me get this to the right people! Thank You!

This is mine and other peoples Responses to:

Train Tracks,

(NOISE and VIBRATIONS), (Use Anti-Vibration Pad Isolators)

Info. Enclosed

AIR Horns Blasting Thru Intersections as Train goes thru Sebastian,

(Redesign Crossing Stations For High Speed Crossings That Don't Break Down) (NO MORE BLASTING OF AIR HORNS THRU SEBASTIAN)

And

A Safety Concrete 6 FOOT High Plus Barrier as seen in Construction Zones , Etc!!!

Or

6 FOOT High Plus Safety Fence with Barb Wire Top Wires.

Either one of the Above to Keep People, Kids, Animals from Wondering onto tracks and being Killed by a train going over 100 Miles Per Hour!!!!

PROPERTY TAXES DISMISSED!!!! Repairs and Damages to OUR HOMES From ALL THESE FREIGHT TRAINS and HIGH SPEED PASSENGER TRAINS DAY AFTER DAY AFTER DAY, YEAR AFTER YEAR AFTER YEAR!!!!!!!

1215 Indian river Dr
Sebastian, F. 32958
October 14, 2014

Mayor McPartlan and members of the city council:

As we learn more about the plans of All Aboard Florida it is clear this will be disastrous for Sebastian and all Treasure Coast residents and businesses.

A representative of AAF told the St. Lucie County Commission that two more train tracks (not one) are planned to run through our towns. So we can multiply the number of track closings that will cut off our people from their emergency room and doctors.

Just as upsetting is the fact that more freight trains will be running through our towns. A few nights ago a late night show cited the number of train wrecks throughout the US and Canada . These wrecks not only blocked rail crossings for hours, but killed town residents when freight trains carrying oil, gas and other dangerous cargo exploded sending walls of fire blocks wide.

Also cited was the fact that freight trains are pulling 100 cars at a time.

AAF has misrepresented their financial plans to the public. A now proven fact. So what about their stated plan to run high-speed passenger trains? Passenger trains are unprofitable. This explains no passenger train stops. But freight trains make money.

The expanded Miami Port is bringing in more large cargo ships that need transport of their cargo

Put these facts together and AAF plans are clear. They plan freight trains picking up ship cargo in Miami to move it north. Very bad news for all Treasure Coast towns where train tracks run right through high population neighborhoods.

I hope our city council will take a firm stand, on the record, against AAF.
Tell them to go to ----- I95.

Ruth Sullivan, Sebastian business and home owner

Oct 13, 2014

To: City of Sebastian

RE: All Aboard Florida & Quiet Zones

We all live in Sebastian & Indian River County for its Bedroom community & quiet living.

That seems this is all going to change for our communities in the next few years with All Aboard Florida & double the freight trains. What a disaster this will be for all living close to & even miles from the track, not to mention Emergency delays on the west side of the tracks.

This should be VOTED on by the people of the counties to be subject to such an invasion of our lives, this is like a dictatorship. Safty issues "if" Accident could destroy homes & life close to tracks.

This morning alone from Main St to the 512 the horn BLEW 13 times at 8:15 AM Oct 13, 2014 3:40 AM horn blew 8 times at 5:13 AM 9 times. WE NEED TO SLEEP! WE NEED a QUIET ZONE.

Sleep is extremely Essential to good HEALTH, ask any Doctor & without a QUIET ZONE hundreds of Thousand of peple along RR Tracks & miles away will be effected with Health Issues.

All these trains will eventually

Compromise our homes & pools by shifting the ground within a short period of time leading cracks in floors, walls & pools.

What gives you people from All Aboard Florida the right to destroy so many wonderful communities.

What happens to Our Property Values, they will plummet, DO WE get a TAX Break as our homes become unsalable or Rental Property won't rent DUE TO 60 or more trains a day.

Why is this Happening. Where are our State Reps to protect TAX paying Citizens from losing what WE have worked so hard to achieve. Let them put this track thru their gated community if they want it so bad, & leave us alone, they don't want all this Noise where they live!

C. Doyle
35 Palmer Dr.
Sebastian, Fl.
32958

P.S. Why should half the State be punished for people in Orlando & Miami. Areas only to BENIFIT?

Bite The Bullet Train

1.6 Billion Fed. Loan, Monitoring by Whom? Interest Rate? Payback time? Collateral? Lining Whose pockets? Crossing upgrades, ½ Million each, not included in this cost, Why not? Who actually will own this? Is there any stock available?

How many Commuters are there to support 32 trains? Vacationers to Disney with children don't go to Miami night spots and vise versa? Don"t know schedule. Will it even run at night?

How much for tickets? Profit margin for 3 year pay back of 1.6 Billion? If there was a $25 profit per rider it would take 64 million Passengers. 80 per car, 5 cars, 400 per train X 32 = 12800 per day into 64 million = 5000 days or 13.6 years. Without interest!

Where is parking located at each end? How much (3000 To 6000 cars)? Alternate transportation accessability for 400 people every 20 minutes? Traffic jams near terminals! Are there hidden property purchases involved? Who presently owns?

Top Speed is suggested at 130 MPH What is actual average speed due to bridges, Turns side tracks, etc.? What actual speed are they going to guarantee?

What is total time from entry of station to exit at other station? Any time savings from existing bus running at 70 MPH on 95? Any cost saving LOL

What is total Cost including parking or secondary transportation?

Has anybody tried to do 130 MPH on this run? Does anybody want to?

People get killed at 70 what happens when you almost double it?

Second track impact on existing businesses. Freight traffic will probably double at night. Get used to gate closings every 20 minutes. We all live on the wrong side of the tracks. AND don't forget Noise. Energy pollution? Don't even suggest local jobs.

LAW OFFICES
NEILL, GRIFFIN, TIERNEY, NEILL & MARQUIS
CHARTERED
311 SOUTH SECOND STREET
SUITE 200
FORT PIERCE, FLORIDA 34950

RICHARD V. NEILL□
J. STEPHEN TIERNEY, III
RICHARD V. NEILL, JR.+◦
RENÉE MARQUIS-ABRAMS*

*BOARD CERTIFIED WILLS, TRUSTS & ESTATES LAWYER
◦CERTIFIED CIRCUIT CIVIL/COUNTY COURT MEDIATOR
+BOARD CERTIFIED CIVIL TRIAL LAWYER
□OF COUNSEL

MAILING ADDRESS:
POST OFFICE BOX 1270
FORT PIERCE, FL 34954
TELEPHONE (772) 464-8200
FAX (772) 464-2566

September 19, 2014

Via E-mail: tcnletters@scripps.com

Letters to the Editor
Scripps Newspapers
Post Office Box 9009
Stuart, FL 34995-9009

Re: All Aboard Florida

Dear Sir:

CSX Transportation is one of only five Class One railroads in the United States. CSX presently furnishes passenger rail service between Miami and Orlando via Amtrak. If high-speed rail is such a great opportunity, I wonder why CSX has not jumped at the chance to provide that service.

In fact, no railroad company is planning to provide the high-speed rail service. The current proposal is by a Wall Street hedge fund, Fortress Investment Group (FIG). Fortress bought the FEC in 2007 and has set up All Aboard Florida as a subsidiary. At Monday's meeting with the Board of County Commissioners, the All Aboard Florida representative acknowledged that the money being borrowed by All Aboard Florida would be used to build a second and third set of tracks that would be used by the FEC in its freight operations.

That's only half of the story. The first, second and third set of tracks and the roadbed will be owned by the FEC and will not be subject to the lien of the mortgage given by All Aboard Florida to secure its debt.

If All Aboard Florida should fail, then the FEC has the improved roadbed and the second and third set of tracks free and clear of any lien.

THIS WAS SIGNED
BY RICHARD NEILL

That strikes me like a bank lending someone the money to build and furnish a home and taking back a mortgage on only the furniture.

If the FEC is not willing to guarantee the loan to All Aboard Florida and secure it by a mortgage on the real estate and all improvements, then the loan should not be made.

With best regards.

Yours very truly,

Richard V. Neill

RVN/hmb
cc: Congressman Patrick Murphy
Senator Marco Rubio
Senator Bill Nelson
Mr. Pete Tesch, Economic Dev. Council
Florida Not All Aboard

Complaints About Railroad Growth Thru Sebastian: Today: 10/15/14

Today is a Perfect Example With All Railroad Crossings Thru Sebastian Broke Down and (ALL) Vehicles Unable To Cross. Personal Vehicles/Emergency Vehicles/Fire Trucks/Ambulances/My Grand Kids School Bus/Nothing Can Get thru Today. This Wednesday Afternoon @ 3:45 PM. Crossings have now been down for over an hour. I am even running late now to the meeting about All Aboard Florida to turn in my complaints! Well Here's the Perfect Example!!!! I even had to Park my vehicle and walk across tracks to make it to Today's Meeting!

My Complaints Are As Follows:

WE DO NOT NEED ANOTHER TRACK INSTALLED FOR MORE FREIGHT CARS SO THAT THE WALL STREET HEDGE FUND- (F.I.G)

(FORTRESS INVESTMENT GROUP)

CAN MAKE ITS INVESTORS MORE MONEY! WHILE WE WOULD HAVE TO DEAL WITH ALL THESE EXTRA TRAINS/VIBRATIONS FROM THE WEIGHT THAT IS DESTROYING OUR HOMES AND OUR PROPERTY VALUES! LOUD LOCOMOTIVE ENGINES SCREAMING THRU OUR QUIET COMMUNITY NIGHT AND DAY! AIR HORNS BLASTING AT ALL HOURS DAY AND NIGHT !

WE DO NOT NEED A HIGH SPEED PASSENGER TRAIN PERIOD BECAUSE THERE HAS NEVER EVER BEEN ENOUGH PEOPLE THAT TRAVEL BY TRAIN TO FINANCIALLY SUPPORT THIS.

THIS IS NOTHING BUT A LIE TO THE PEOPLE SO THAT MORE FREIGHT TRAINS WITH HUNDREDS OF CARS CARRYING THOUSANDS OF STACKED

CARGO CONTAINER SHIPMENTS CAN BE DELIVERED TO FURTHER FUND THE RICH!

VERY DANGEROUS CARGO TOO!!!!

THAT CAN DESTROY OUR TOWN IF THERE WAS A DE-RAILMENT OF CARS! DESTROYING HOMES THAT THESE TRAINS RUN RIGHT THRU THEIR BACKYARDS RIGHT UP AGAINST THERE HOUSES!

ALSO KILLING THE PEOPLE INSIDE.

(MY FAMILY LIVES ON THESE TRACKS-SEE PHOTOS INCLUDED!!!!!)

PORT CANAVERAL HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

MIAMA HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN ALSO RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! ALSO CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

THE PANAMA CANAL IS CURRENTLY BEING WIDENED TO ALLOW PASSAGE OF THESE MASSIVE CONTAINER CARGO SHIPS THAT WILL BE UNLOADING MILLIONS OF TRUCK TRAILER 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON RAILROAD CARS AND RUN RIGHT THRU OUR TOWN SO THE RICH CAN GET RICHER!

THERE IS NO REASON TO HAVE THIS SUPPOSED HIGH SPEED PASSENGER TRAIN, IT IS ALL ANOTHER SCAM TO COVER UP THE REAL

PLAN OF HAVING MORE FREIGHT CARS DOUBLE STACKED AND DOUBLE THE WEIGHT GOING THRU OUR COMMUNITY AND DESTROYING OUR HOMES AND PROPERTY VALUES!

AND WE RECEIVE ABSOLUTELY NOTHING FOR DEALING WITH ALL THIS!

QUIET ZONES WILL NOT BE ENOUGH!

TALL SECURITY TYPE FENCES RUNNING ALONG SIDE TRACKS WILL NOT BE ENOUGH!

THICKER RUBBER PADS TO REPLACE THE ¼ INCH PLASTIC VIBRATION PADS CURRENTLY INSTALLED BETWEEN CONCRETE RAIL SUPPORT AND SOLID STEEL TRACK RAILS WILL NOT BE ENOUGH!

A TALL CONCRETE SOUND DEAFENING WALL LIKE YOU SEE ALONG SOME HIGHWAYS TO BLOCK OUT THE VEHICLE TRAFFIC NOISES GOING INTO THOSE NEIGHBORHOODS WILL NOT BE ENOUGH!

THE CONSTANT DAY AND NIGHT RAILROAD CROSSING CLOSURES SO THAT ALL THESE TRAINS CAN PASS THRU OUR TOWN SO THEY CAN GET RICH IS A VIOLATION OF OUR FREEDOM:

TO TRAVEL TO STORES/HOSPITAL/RIVER/BEACH/SCHOOLS WHERE EVER WE WOULD LIKE TO GO TO BECAUSE OF ALL THESE TRAINS CONSTANTLY COMING THRU OUR TOWN IS UN-ACCEPTABLE!!!!

WE MUST NOT ALLOW THIS TO HAPPEN TO OUR SEBASTIAN!

I LOVE THIS TOWN AND MOVED HERE BECAUSE IT IS ONE OF THE LAST BY THE RIVER/KICK BACK/QUIET COMMUNITIES!

THEY WANT TO MAKE IT SO WE WILL ALL FEEL LIKE WE LIVE AT A TRAIN STATION NIGHT AND DAY! NO WAY! STOP THE TRAIN!

This is what I have to say about ALL ABOARD FLORIDA! STOP IT!

Sincerely,

MARK G LUND 1053 Louisiana Avenue

Sebastian Florida 32958

Marklund2002@aol.com

Cell# 321-626-0471

No Wonder the Bible Says:

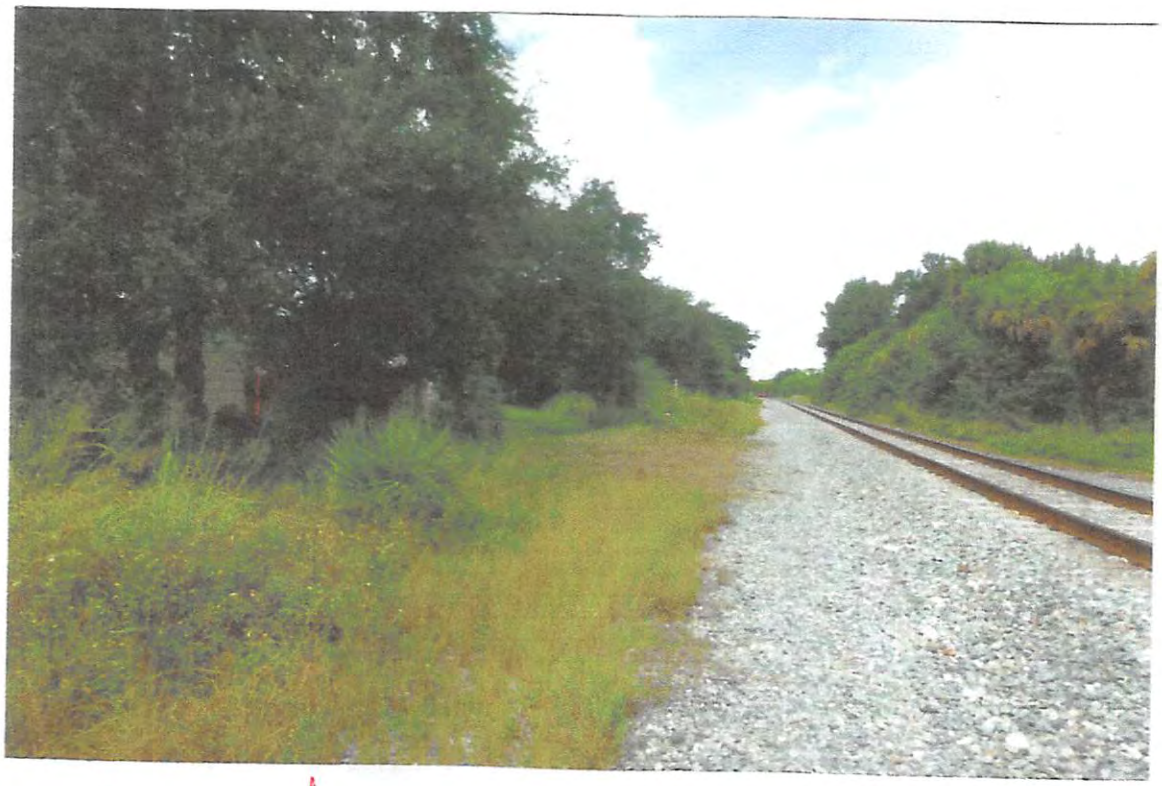
It is Easier for a Camel to go thru the Eye of a Needle,

Than for a Rich Man to Enter the Kingdom of Heaven!!!

It is Always About Making More Money!!!!! How Sad!!!!

At Our Expense!!!!!!!!!!!!!!!

NOW!



LATER! WITH SECOND TRACKS.



AREA TO BE USED FOR SECOND FREIGHT RAIL TRACKS.

HIGH-SPEED PASSENGER TRAIN!
103.34 MILES AN HOUR!





HOUSE PROPERTY LINE!

RAILROAD RIGHT-OF-WAY / PROPERTY LINE!

Port Canaveral's new cargo era is born



Port Canaveral and Gulftainer signed a deal that will increase the Port's cargo business for years to come. By Craig Rubadoux and Tim Walters Posted June 23, 2014

Dave Berman and Wayne T. Price, FLORIDA TODAY *6:45 p.m. EDT June 23, 2014*

The deal, in the works for a year, was known as 'Project Pelican.'



(Photo: FLORIDA TODAY FILE)

Port Canaveral's new cargo era is underway.

The port and a unit of a United Arab Emirates-based company signed a 35-year deal Monday for the company to operate a cargo terminal at the port.

Port officials say the deal with privately owned Gulftainer and its new U.S. unit, GT USA, would create 2,000 direct and spinoff jobs when fully operational, including 500 at the port itself. They said Gulftainer plans to make a $100 million investment locally in infrastructure, equipment and staff.

"Gulftainer has an incredible history of success, expansion and growth, and will be invaluable partners," Canaveral Port Authority Chairman Tom Weinberg said. "They are a great partner for the future. This is an incredible new chapter here at Port Canaveral. This is a true game-changer that will strengthen our cargo operations."

Port Canaveral Chief Executive Officer John Walsh said Monday's signing ceremony at the port's Cruise Terminal 6 is the celebration of "a new beginning here" — one in which cargo begins to emerge from the shadows of the port's huge cruise business.

Walsh said Monday was the culmination of a two-year effort to bring Gulftainer to Brevard County, dating back to initial contacts with the company by Walsh's predecessor, Stan Payne. Walsh renewed discussions with Gulftainer when he became CEO a year ago.

What helped seal the deal with the company, Walsh said, was the port's acquisition of two massive cargo cranes and its plans for rail connections to the port.

Badr Jafar, chairman of the executive board of the Gulftainer Group, said he expects his company eventually would handle 700,000 containers a year from Port Canaveral.

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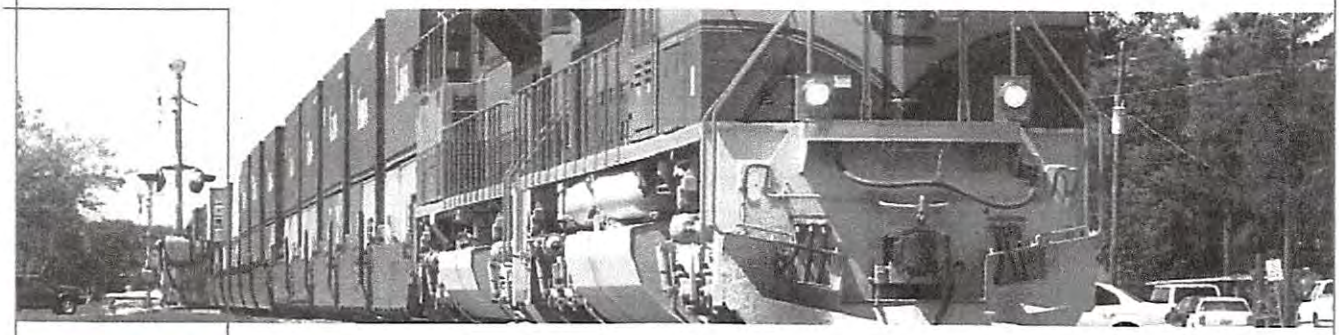
ard

Zone
rt

Customer
Care

About
The Port

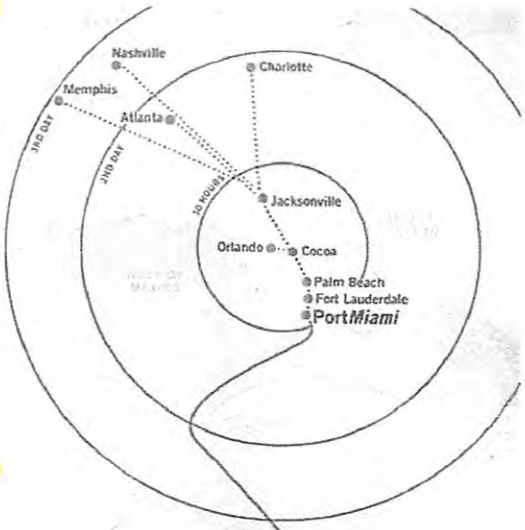


On-dock Rail

The PortMiami-Florida East Coast (FEC) Railway connection offers the fastest access to Southeastern U.S. consumer markets.

PortMiami is an oceanfront port with only 2.5 miles from buoy to dock which reduces pilot costs and improves turn-around times. With FEC Railway offering backhaul opportunities to increase roundtrip efficiencies, the port offers significant opportunities to save money and time.

- 50-foot channel
- On-dock intermodal rail service
- Direct highway access via tunnel
- Foreign Trade Zone 281
- Convenient customs service
- Super Post-Panamax cranes
- Up to 1.5 million sq. ft. of dry and refrigerated
- Warehouse / distribution and transloading space co-located with the FEC intermodal ramp



Phase One of the rail restoration project was completed in October 2013. The scheduled completion of Phase Two is summer 2014, and the final phase is scheduled for completion, making the track fully operational, by the end of 2014. Once complete, PortMiami will have 9,000 feet of track and will be running daily train service.

Increased Speed To Market

Deepening its channel to –50 feet, PortMiami will be the closest U.S. port to the Panama Canal able to berth mega-ships from Asia following completion of the Panama Canal expansion, expected in 2016. Featuring on-dock rail service from FEC

Select Language



RAIL ROAD TRACK
ANTI-VIBRATION RAIL TO CONCRETE
VIBRATION PADS

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Submit Query All

Hot Search :

anti vibration rubber pad

Partnership Agreement

Partnership Agreement Template. 100% Free. All States. Start Now!



Price: US $ 4 - 5 / Piece

Brand Name:
Model Number:
Country/Region: China
Post Date: Mar 05,2012
(about 0 Reviews)



Product Description: anti vibration rubber pad

1) anti vibration rubber pad Available materials: silicon, NBR FKM SBR NR EPDM CR
2) All manufacturing process confirm to the ISO9001
3) RoHS directive compliant green products
4) Rapid development line from drawing, toolin design to mold support and samples
5) Customers desighs and specifications are accepted
6) Avaailable in various sizes and colors
7) Rubber pad use in machine

Supplier Details:

Ningbo Yinzhou Dali Special Rubber and Plastic Co., Ltd.

Sales: Mr. Jack Luo
Contact Phone: 86-574-88037368
Main Products: Seals
Business type: Manufacturer

Contact Supplier

THIS IS WHAT SEBASTIAN NEEDS ON ALL ITS TRACKS GOING THRU OUT TOWN TO KEEP ALL THE VIBRATION AND SOUND DOWN! 3 INCHES THICK RUBBER-STEEL TRACK ISOLATORS! COMPANIES TO 1/8" INCH THICK!

SPONSOR AD

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Ningbo Yinzhou Dali ... | Add Company to My Favorites | Supplier Assessment | Onsite Check | Verified Video

Ningbo Yinzhou Dali Special Rubber And Plastic Co., Ltd.

anti vibration rubber pad



See bigger image

FOB Price:	US $ 4 - 5 / Piece | Get Latest Price
Min.Order Quantity:	500 Piece/Pieces
Supply Ability:	100,000 Piece/Pieces per Month
Port:	NINGBO SHANGHAI
Payment Terms:	L/C,D/P,T/T

Contact Supplier | Leave Messages

You May Li



- Ningbo Yinzhou Dali Special Rubber And Plastic Co., Ltd.
China (Mainland) | Manufacturer, Trading Company | Contact Details
Key Strengths
Comprehensive capabilities verified by Bureau Veritas
Top 3 Markets
North America 50.00%, Eastern Europe 10.00%, Africa 10.00%
Experience
Established 2001
25 years OEM

Search products here

Product Showcase

Product Categories

Knobs
Oil Filter Rubber Gaskets
Rubber Seal Ring
Bakelite
Rubber-Iron Pieces
Sponge Gasket
Rubber O-ring
Rubber Pad

Product Detail

Report Suspicious Activity

Quick Details

Type: Other | Material: SBR Rubber | Place of Origin: Zhejiang, China (Mainland)
Material: anti vibration rubber pad | Name: rubber pad

Packaging & Delivery

Packaging Details: 1, ONE BOUBBLE BAG ONE PCS 2, CARTON 3, WOODEN PALLET
Delivery Detail: 30 DAYS

Specifications

1,Rubber pad Made by SBR material with steel
2, Rubber pad uper and below is steel
3, Rubber pacould produce by cusotmer desig

1) anti vibration rubber pad Available materials: silicon, NBR FKM SBR NR EPDM CR
2) All manufacturing process confirm to the ISO9001
3) RoHS directive compliant green products
4) Rapid development line from drawing, toolin design to mold support and samples
5) Customers desighs and specifications are accepted
6) Avaailable in various sizes and colors
7) Rubber pad use in machine

Email to this supplier

From: marklund2002@aol.com
Enter email or Member ID.
To: Mr. Jack Luo
Leave Messages
Message:

Mirro Story





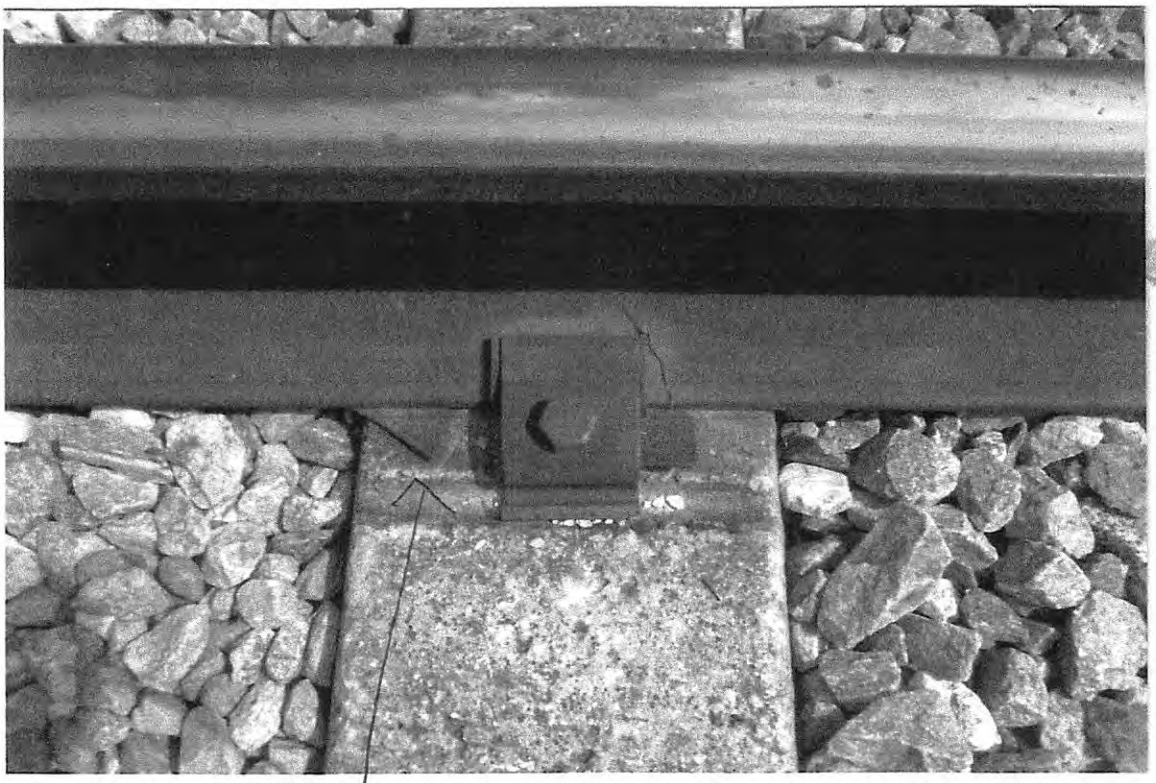
T F.E.C PROPERTY LINE



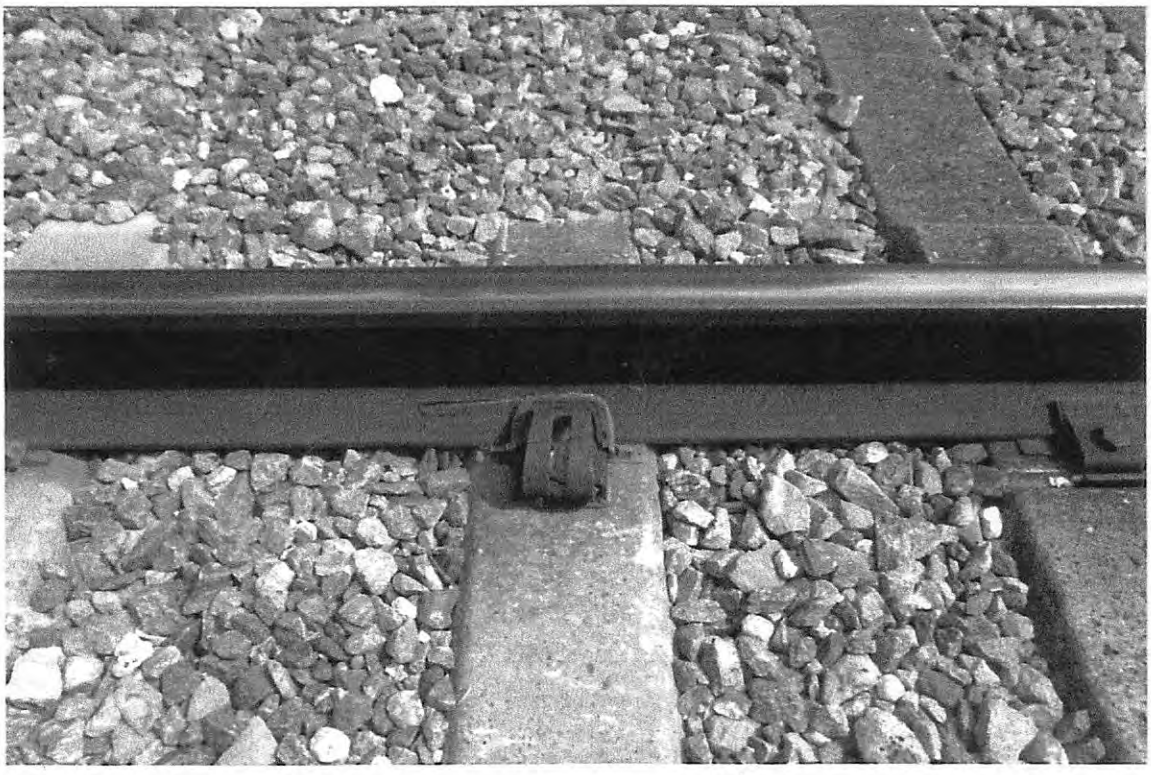
NEW TRACKS



NEW TRACKS



1/8 - 1/4" INCH THICK PAD.



NO PAD!

Complaints About Railroad Growth Thru Sebastian: Today: 10/15/14

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WE DO NOT NEED ANOTHER TRACK INSTALLED FOR MORE FREIGHT CARS SO THAT THE WALL STREET HEDGE FUND- (F.I.G)

(FORTRESS INVESTMENT GROUP)

CAN MAKE ITS INVESTORS MORE MONEY! WHILE WE WOULD HAVE TO DEAL WITH ALL THESE EXTRA TRAINS/VIBRATIONS FROM THE WEIGHT THAT IS DESTROYING OUR HOMES AND OUR PROPERTY VALUES! LOUD LOCOMOTIVE ENGINES SCREAMING THRU OUR QUIET COMMUNITY NIGHT AND DAY! AIR HORNS BLASTING AT ALL HOURS DAY AND NIGHT !

WE DO NOT NEED A HIGH SPEED PASSENGER TRAIN PERIOD BECAUSE THERE HAS NEVER EVER BEEN ENOUGH PEOPLE THAT TRAVEL BY TRAIN TO FINANCIALLY SUPPORT THIS.

THIS IS NOTHING BUT A LIE TO THE PEOPLE SO THAT MORE FREIGHT TRAINS WITH HUNDREDS OF CARS CARRYING THOUSANDS OF STACKED

CARGO CONTAINER SHIPMENTS CAN BE DELIVERED TO FURTHER FUND THE RICH!

VERY DANGEROUS CARGO TOO!!!!

THAT CAN DESTROY OUR TOWN IF THERE WAS A DE-RAILMENT OF CARS! DESTROYING HOMES THAT THESE TRAINS RUN RIGHT THRU THEIR BACKYARDS RIGHT UP AGAINST THERE HOUSES!

ALSO KILLING THE PEOPLE INSIDE.

(MY FAMILY LIVES ON THESE TRACKS-SEE PHOTOS INCLUDED!!!!!)

PORT CANAVERAL HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

MIAMA HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN ALSO RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! ALSO CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

THE PANAMA CANAL IS CURRENTLY BEING WIDENED TO ALLOW PASSAGE OF THESE MASSIVE CONTAINER CARGO SHIPS THAT WILL BE UNLOADING MILLIONS OF TRUCK TRAILER 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON RAILROAD CARS AND RUN RIGHT THRU OUR TOWN SO THE RICH CAN GET RICHER!

THERE IS NO REASON TO HAVE THIS SUPPOSED HIGH SPEED PASSENGER TRAIN, IT IS ALL ANOTHER SCAM TO COVER UP THE REAL

PLAN OF HAVING MORE FREIGHT CARS DOUBLE STACKED AND DOUBLE THE WEIGHT GOING THRU OUR COMMUNITY AND DESTROYING OUR HOMES AND PROPERTY VALUES!

AND WE RECEIVE ABSOLUTELY NOTHING FOR DEALING WITH ALL THIS!

QUIET ZONES WILL NOT BE ENOUGH!

TALL SECURITY TYPE FENCES RUNNING ALONG SIDE TRACKS WILL NOT BE ENOUGH!

THICKER RUBBER PADS TO REPLACE THE ¼ INCH PLASTIC VIBRATION PADS CURRENTLY INSTALLED BETWEEN CONCRETE RAIL SUPPORT AND SOLID STEEL TRACK RAILS WILL NOT BE ENOUGH!

A TALL CONCRETE SOUND DEAFENING WALL LIKE YOU SEE ALONG SOME HIGHWAYS TO BLOCK OUT THE VEHICLE TRAFFIC NOISES GOING INTO THOSE NEIGHBORHOODS WILL NOT BE ENOUGH!

THE CONSTANT DAY AND NIGHT RAILROAD CROSSING CLOSURES SO THAT ALL THESE TRAINS CAN PASS THRU OUR TOWN SO THEY CAN GET RICH IS A VIOLATION OF OUR FREEDOM:

TO TRAVEL TO STORES/HOSPITAL/RIVER/BEACH/SCHOOLS WHERE EVER WE WOULD LIKE TO GO TO BECAUSE OF ALL THESE TRAINS CONSTANTLY COMING THRU OUR TOWN IS UN-ACCEPTABLE!!!!

WE MUST NOT ALLOW THIS TO HAPPEN TO OUR SEBASTIAN!

I LOVE THIS TOWN AND MOVED HERE BECAUSE IT IS ONE OF THE LAST BY THE RIVER/KICK BACK/QUIET COMMUNITIES!

THEY WANT TO MAKE IT SO WE WILL ALL FEEL LIKE WE LIVE AT A TRAIN STATION NIGHT AND DAY! NO WAY! STOP THE TRAIN!

This is what I have to say about ALL ABOARD FLORIDA! STOP IT!

Sincerely,

MARK G LUND 1053 Louisiana Avenue

Sebastian Florida 32958

Marklund2002@aol.com

Cell# 321-626-0471

1040 1910
La Due
3 a kids
dlrt
s in law
+100
1928
m's

No Wonder the Bible Says:

It is Easier for a Camel to go thru the Eye of a Needle,

Than for a Rich Man to Enter the Kingdom of Heaven!!!

It is Always About Making More Money!!!!! How Sad!!!!

At Our Expense!!!!!!!!!!!!!!!

NOW!



LATER! WITH SECOND TRACKS.



AREA TO BE USED FOR SECOND FREIGHT RAIL TRACKS!



RAILROAD

RIGHT-OF-WAY → | ← HOUSE PROPERTY LINE!



VIBRATION PADS! 1/4" THICK AND BROKEN!

HIGH SPEED PASSENGER TRAIN!
103.34 MILES AN HOUR!





HOUSE PROPERTY LINE → | ← RAILROAD RIGHT-OF-WAY PROPERTY LINE!

Pg 1

FEDERAL RAILROAD ADMIN. MY LABEL

JOHN WINKLE 772-388-2574
1200 NEW JERSEY AVE., S.E.
ROOM W 38-31
WASHINGTON, D.C. 20590

9-30-14

DEAR MR. WINKLE:

I AM OPPOSED TO ALL ABOARD FLORIDA FOR THE FOLLOWING:

1. I LIVE WEST OF THE RAILROAD TRACKS, APPROXIMATELY 2 MILES

2. I AM 79 YEARS OLD AND ALL OF MY DOCTORS & HOSPITAL ARE EAST OF TRACKS ON US 1 IN SEBASTIAN

3. I HAVE COPD & RA & GLAUCOMA & CATARACTS.

4. ALL MY DOCTORS ARE ON US 1, EAST OF TRACKS.
   A. MY PRIMARY DOCTOR
   B. MY OPTHALMALIGIST
   C. MY SPECIALIST WHO TREAT MY COPD
   D. MY RHEUMATOLAGIST

TO SPEND 3 OR 5 OR 10 MINUTES

FOR A FREIGHT TRAIN TO GO THROUGH SEBASTIAN, FL MAY POSSIBLY, BE deadly FOR ME.

PLEASE DO NOT LOAN OR FUND OR GUARANTEE TAXPAYERS MONEY - FEDERAL OR STATE TO ALL ABOARD FLORIDA

I AM STRONGLY OPPOSED TO AAF

SINCERELY

Betty G Mitchell

BETTY G. MITCHELL

To: Seventh Coast Guard District Bridge Branch (via email)
Docket no. **USCG-2014-0937** Public Hearing

From: Dana A. Goward, SES USCG (ret)
Citizens Against Rail Expansion in Florida
Maritime Governance, LLC
571-225-2580 (c)
dagoward@gmail.com

Re: St. Lucie River and Loxahatchee River bridge comments

Date: November 13, 2014 & November 14, 2014

On behalf of the Citizens Against Rail Expansion Florida (CARE FL) Steering Committee, please find the attached formal comments that I am submitting regarding the impact of rail bridges over the St. Lucie River and Loxahatchee River and associated waterways.

In August of 2013 I retired from a position in U.S. federal Senior Executive Service as the nation's maritime navigation authority. As part of my duties, I was responsible for permitting and regulation of over 18,000 bridges over the navigable waters of the United States. I also served as Dept. of Homeland Security representative to the White House's "President's Steering Committee on Federal Infrastructure Permitting and Review Process Improvement." And I am a retired USCG Captain, with more than 40 years of maritime experience. (Please see my attached full biography.)

I am deeply troubled by the current and future retention of the totally inadequate St. Lucie and Loxahatchee bridges for the reasons detailed in the comments I am respectfully submitting for consideration by the Coast Guard. I am submitting two complementary but different sets of comments: One details my observations and suggestions related to the St. Lucie bridge and waterway; the second addresses the Loxahatchee bridge and waterway.

Jupiter, Tequesta, Stuart and southern Martin County are water-oriented communities whose economies and attractions depend on accessible and usable waterways. As detailed in the attached comments, I believe that the current bridges negatively and unreasonably impact waterway traffic, which is inextricably tied to regional economies and local quality of life. This will be made even worse if rail activity is expanded.

Thank you for the Coast Guard's proactive stance to address these issues. Anticipated growth in rail traffic will only aggravate existing problems. And, while I understand that you are not addressing any specific proposals for entirely new services, such as All Aboard Florida, that would impact these bridges, this process and your thoughtful consideration now will prepare us all to address those issues as well.

Please feel free to reach out to me directly should you have additional questions, or require further clarification.

Sincerely,

Dana Goward, SES USCG (ret)

CC: Stephen M. Ryan, Esq.
CARE FL Legal Counsel
McDermott Will & Emery LLP
202.756.8333
sryan@mwe.com

Bill Ward
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Mariner Sands Country Club
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Comments for USCG – Port St. Lucie Bridge Operations[1]

November 2014

Summary:

Changes in rail traffic and maritime activity since 1938 have caused the Florida East Coast Railroad bridge at Port St. Lucie over the St. Lucie River to become an unreasonable obstruction to navigation.

The bridge must either be completely removed, or replaced with one that is not unreasonably obstructive.

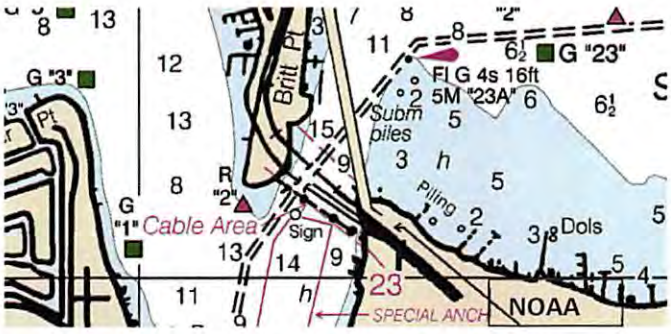
In the interim, strict, highly predictable, long term scheduling of bridge openings and closings must be instituted to mitigate obstruction of the waterway.

Background:

Waterway Description & Navigation Considerations

The waterway connects the communities of Palm City, Port St. Lucie, parts of Stuart, and the Okeechobee Waterway to the Atlantic and the north-south portion of the intra-coastal waterway. The Okeechobee Waterway connects the east and west coasts of Florida, is maintained at a depth of 8 feet and is suitable for both commercial tug-barge and recreational traffic. The 165 mile waterway from Stuart on the east coast to Ft. Myers on the west coast saves approximately 360 miles compared to rounding the Florida peninsula. The Army Corps of Engineers reports that approximately 10,000 vessels and 26,000 tons of cargo transit the waterways' nearby St. Lucie lock each year.

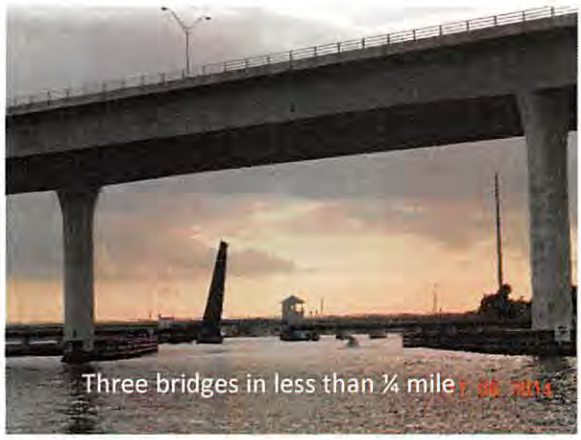




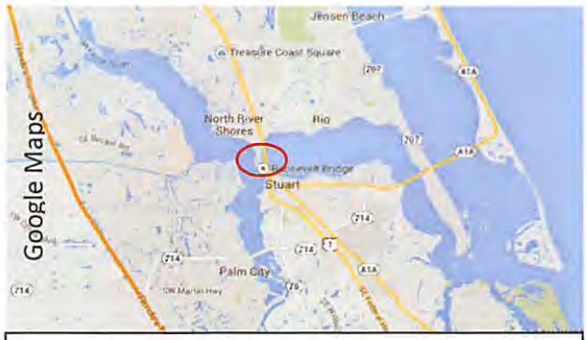
The navigable waterway passes through a 50' wide opening between the protected abutments of the FEC railroad bridge. This is the narrowest point that mariners must navigate on the 154 mile Okeechobee Waterway where the canal varies from 80 to 100 feet wide (some of the locks are 50' wide, but they are not in open water, subject to cross currents and do not pose navigation safety issues).

[1] These comments address only the current operation and condition of this bridge as of November 2014. A supplement will be provided to address proposals for increased use of the bridge included in the All Aboard Florida Draft EIS.

When the bridge is closed it comes within 7' of the surface of the water, effectively closing the waterway - vessels that require less than 7' vertical clearance usually have very shallow drafts and do not need to use the channel portion of the waterway as they can safely pass under the bridges at numerous points. When the railroad bridge is open, waterway vertical clearance in the area is 65' under the adjacent Route 1 Highway Bridge, and 14' under the adjacent draw bridge on N. Dixie Highway. This drawbridge is manned by a bridge tender and will open upon demand.



Transiting through these three bridges is challenging for many vessels because of the configuration of the waterway. Vessels must pass through three narrow bridge openings, which are not perfectly aligned, within less than a quarter mile. As with any choke point between large bodies of tidal waters, currents are strong except for brief windows during slack tide. Captains of tug and barge operations report that they must time their transits carefully so as to arrive when the tide is changing and the current is at its weakest. And while smaller vessels are able to pass each other safely, transits of the quarter-mile gauntlet by vessels of any size are limit the waterway to one way traffic.



As with any choke point between large bodies of tidal waters, currents are strong except for brief windows during slack tide.

Changes in Rail Traffic and Waterway Use

When the rail bridge was built, circa 1938, use of the waterway was much lower and trains were very infrequent. In the last 76 years:

- The population in St. Lucie and Martin counties has grown from a few thousand to over 350,000 full time residents. The winter population in many areas increases by 20%.
- The regional economy and lifestyle has shifted from mostly agriculture (pineapple farming) to waterway-oriented residential, and water-oriented commercial
- The Atlantic intra-coastal waterway was built and intersected with the St. Lucie River
- The Okeechobee Waterway was built connecting Ft. Myers, Palm City, Stuart, St. Lucie, the Atlantic intra-coastal waterway, and the Atlantic Ocean.
- Waterway use between the St. Lucie River west of the FEC rail bridge and points east has greatly increased. During one 53 day period almost 13,000 transits were observed. This equates to over 88,000 per year.
- The number of railroad bridge closures per day has greatly increased, and the closure times have gotten longer.

Waterway users from both sides of the bridge transit to use the waterways. Most of the marina (fifteen marinas) and dockage space in the area is west (upstream) of the bridge. These vessels, and those transiting from the Okeechobee Waterway, must pass through the FEC rail bridge to access the Atlantic Ocean and/or the Atlantic intra-coastal waterway, and contribute to the estimated 88,000 transits per year.

The Gulf Stream is often within 8 to 14 miles off the coast making offshore fishing particularly attractive.

According to the FECR, the bridge closes the waterway approximately 14 times each day and the closures last approximately 20 minutes. Local residents, though, report more extended closures and indicate that closures of an hour are not uncommon when the bridge does not open in between trains. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

Bridge closures discourage users on both side of the bridge from fully using the waterways, especially since the closures are at random and of unpredictable length.

The Bridge Does Not Meet the Reasonable Needs of Navigation Because:

1. It interferes with primary economic engine of the local economy and undermines the foundation upon which the local water-oriented communities were built.

Huge-water oriented communities in Stuart, Palm City, St. Lucie and the surrounding areas, marine services, marine retail, and all the supporting business and economic activity would not exist, but for the presence and usability of the waterways.

The importance of this type of economic activity is essential to the entire state of Florida and is well documented. The Florida Oceans and Coastal Council reported that the states coastal counties contribute about 79 percent of the state's economic productivity. *"Florida's Ocean and Coastal Economies Report, Phase II."*



Dr. James Cato, an economist, Florida Oceans and Coastal Council member, and former Director, School of Natural Resources and the Environment, University of Florida has testified that "Anything affecting coastal tourism, recreation and marine transportation has a huge impact on Florida's ocean economy...These sectors of economic activity represent 88 percent of Florida's ocean economy..." *"Oceans and Coast Drive Florida's Economy" Environmental News Service, 1 Oct 2008*

Over 450 vessels per day transit through the bridge on peak days. These can be a varied combination of large and small recreational vessels and

larger tugs with barges. This mixture increases wait times as larger vessels must pass through more slowly and do not safely allow for traffic in the opposite direction. Many vessels must loiter for some period waiting for the bridge to open, burning fuel, increasing air emissions, and wasting time. Loitering also increases the risk of vessels colliding with each other, running aground or being set upon the bridge by strong currents.

Rail bridge closures deter waterway use. While it is impossible to measure events that do not occur, it is, nevertheless, obvious that waterway use would be higher if the bridge never closed, and the surrounding community's economies would be that much stronger. [2]

2. The bridge's age and condition risks structural and mechanical failures that obstruct the waterway.





While information on past bridge malfunctions was not immediately available for this paper, a casual inspection of the bridge shows that it has suffered from lack of attention and maintenance.

As the 76 year-old bridge structure, materials and mechanisms continue to age and degrade, mechanical and material failures are certain.

3. Alternatives to obstructing the waterway exist, are available and feasible.

Waterway users have only one route available to them, the railroad has several.

Railroad tracks farther to the west are available, and in use, for both freight and passenger service.

An elevated rail bridge is feasible. Bridges with grades of up to 4% support freight operations in other locations.

Alternatives to using a 76 year-old, poorly maintained bridge that unreasonably obstructs the waterway are more expensive for the FECR. By not using these alternatives, though, FECR is imposing much greater costs on the citizens of the surrounding area.

[2] While the local area is prosperous and growing, regional economic information is unfortunately not readily available. This information is crucial to public policy decisions, however, and such data and analyses must be incorporated into any decisions. For example, if an obstructive rail bridge decrements a $20B/yr local economy by half a percent, that would be a cost shift from the private rail company to taxpayers of $100M/yr. Similarly, if it degraded the value of $50B in property by half a percent, that would be a loss of $250M to taxpayers.

4. Competent government agencies have determined that the bridge height does not provide for the reasonable needs of navigation.

If FECR were to seek a permit to build this bridge today, it would be denied.

US Coast Guard and US Department of Transportation policies specifically state preferences for fixed bridges over mobile bridges, whenever possible, as they minimize negative impacts to all transportation modes at these important intersections of systems.

When the State of Florida constructed the Route 1 bridge over the St. Lucie River and adjacent to the FEC rail bridge it made a deliberate decision that a fixed bridge at 65' over the waterway would meet the needs of both navigation and highway traffic. Highway traffic is more continuous than rail traffic, so the parallel is not exact. However, as rail traffic has increased, both in the number of trains and their length, the parallel between the two has become much closer. For example, local officials and waterway users report that the rail bridge often does not open between individual trains to allow navigation, even if it means another 20 minutes the waterway will be closed.

The FEC RR bridge is approximately 7' above the water when closed. The USCG Bridge Clearance Guide calls for bridges in this area to be 21' above the water when closed. *Guidance for bascule bridges on the Okeechobee waterway between St. Lucie locks and the Atlantic inter-coastal waterway – see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "...will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges)* ***as providing for the reasonable needs of navigation."***

The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman-Hobbs act and mandate its replacement.

Mitigation Pending Removal or Replacement of the Bridge

Until the bridge is removed or replaced, its negative impact on the waterway must be minimized. This requires that:

1. The waterway be open to navigation for at least 31 minutes each hour,

2. The length of openings allow passage of all vessels waiting,

3. The amount of time for any single closure does not exceed 15 minutes as this would discourage waterway use, and

4. The times that the waterway will be open are highly predictable and easily understood.

Openings

The law gives deference to waterways users because of their limited alternatives, and the multiple alternatives available to surface transportation.

The waterway must be open at least 31 minutes per hour, and for at least 15 minutes per opening.

Safe vessel transits are often limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. With 88,000 transits per year and up to 450 per day, including large commercial vessels, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge. Note that it is too narrow for safe two way traffic for many vessels.

Waiting for the bridge to open degrades the boating experience significantly, and can drive potential waterway users to just stay home. According to one authority:

> "Americans spend roughly 37 billion hours each year waiting in line. The dominant cost of waiting is an emotional one: stress, boredom, that nagging sensation that one's life is slipping away. **The last thing we want to do with our dwindling leisure time is squander it in stasis."** *Alex Stone "Why Waiting is Torture" New York Times Sunday Review Opinion Page, 18 August 2012.*

Informal interviews with users show that they consider a wait of 15 minutes or less reasonable. This is predicated upon the schedule of such waits being highly predictable so that users can structure their arrivals so as to avoid most closures altogether.

As mentioned earlier, vessels loitering and trying to position themselves for when the bridge opens unnecessarily waste fuel, have increased air emissions due to the addition fuel burn and typically low engine speed, and run greater risk of collision, grounding and being set upon the bridge by strong currents.

Predictability and Clarity

Safe and enjoyable waterway use requires time and preparation. Numerous items of equipment, some of which is time consuming to prepare and requires special transport, is often involved. It is also often a group activity, so schedules of multiple people must be coordinated, sometimes weeks in advance.

Minimizing the negative impact of rail bridge closures on waterway use requires that users have a long term predictable schedule of when the waterway will be open. This certainty will manage expectations, and allow users to adjust their activities and schedules accordingly.

It is also important that schedules be clear, easily understood and recalled from memory. For example: "The bridge will open on the hour and half hour, and stay open for 20 minutes."

We prefer that the schedule for the waterway being open is published in the Federal Register as part of the rulemaking. Less preferred, but acceptable, would be that the rulemaking provide for the schedule to be published at least 90 days in advance and that all schedules remain unchanged for at least 90 days.

Comments for USCG - Loxahatchee Bridge Operations[1]

November 2014

Summary:

Changes in rail traffic and maritime activity since 1935 have caused the Florida East Coast Railroad bridge over the Loxahatchee River to become an unreasonable obstruction to navigation.

The bridge must either be completely removed, or replaced with one that is not unreasonably obstructive.

In the interim, strict, highly predictable, long term scheduling of bridge openings and closings must be instituted to mitigate obstruction of the waterway.

Background:

Waterway Description & Navigation Considerations

The navigable waterway passes through a narrow, 40' space between the protected abutments of the FEC railroad bridge. When the railroad bridge is open, waterway vertical clearance is 25' which is controlled by the adjacent Route 811 fixed highway bridge. The 3,000 mile intra-coastal waterway that traverses the Atlantic and Gulf coasts is immediately to the east of the two bridges. A third of a mile downstream the Route 1/A1A fixed highway bridge has 26' vertical clearance.



When the railroad bridge is in use the waterway into and out of the Loxahatchee River system is closed as the bridge comes within 4' of surface of the water.



[1] These comments address only the current operation and condition of this bridge as of November 2014. A supplement will be provided to address proposals for increased use of the bridge included in the All Aboard Florida Draft EIS.

Boats waiting for the bridge to open must often contend with strong tidal currents estimated at 7 to 8 knots. This is caused by the tide surging through a narrow river neck into and out of the very large basin and recreation area comprised of the three forks of the Loxahatchee River and the extensive, wide confluence area just west of the bridge. Boats waiting for the bridge to open can have difficulty avoiding being set onto the bridge, the shore, and each other.



The narrow passage and strong current beneath the bridge make it impossible, or at best unsafe, for even small vessels to pass each other. So traffic is almost always limited to one way at a time.

Changes in Rail Traffic and Waterway Use

When the rail bridge was built, circa 1935, use of the waterway was much lower and trains were very infrequent. In the last 79 years:

- The local population has grown by approximately 10,000%
- The regional economy and lifestyle has shifted from working agriculture to waterway-oriented residential, and water-oriented commercial
- The intra-coastal waterway was built and intersected with the Loxahatchee
- Waterway use between the Loxahatchee River system and other waterway areas has greatly increased. For 193 days during the first half of this year, the Jupiter Inlet District observed over 48,000 vessel transits through the rail bridge. This equates to over 90,000 a year.
- The number of railroad bridge closures per day has greatly increased, and the closure times have gotten longer.

While there are more than 1,200 boat slips upstream, waterway users from both sides of the bridge transit to use the waterway on the other side. Boaters from the east side of the bridge transit west to the broader and more sheltered areas of the river to water ski, jet ski, picnic on a wide and long sand bar at low-tide, and visit Jonathan Dickinson State Park. Boaters from the west side transit east to use the intra-coastal waterway, visit marinas, patronize restaurants, and enter the Atlantic.

The Gulf Stream comes closer to shore in this area than anywhere else in the United States (between 1 and 2 miles) making offshore fishing particularly attractive. Average year-round water temperature is 78 degrees adding to the attractiveness of in-water and water-borne recreation.

According to the FECR, the bridge closes the waterway approximately 14 times each day for approximately 20 minutes. Residents report that the closures can be much longer, though, lasting up to an hour when the bridge does not open between trains. Data collected by the Jupiter Inlet District, though, shows that the number of times per day the waterway is open for navigation during daylight hours varies greatly between zero and 16. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

Bridge closures discourage users on both side of the bridge from fully using the waterways, especially since the closures are at random and of unpredictable length.

The Bridge Does Not Meet the Reasonable Needs of Navigation Because:

1. It interferes with primary economic engine of the local economy and undermines the foundation upon which the local water-oriented communities were built.

Huge-water oriented communities in Jupiter, Tequesta, southern Martin County and northern Palm Beach County, marine services, marine retail, and all the supporting business and economic activity would not exist, but for the presence and usability of the waterways.



The importance of this type of economic activity is essential to the entire state of Florida and is well documented. The Florida Oceans and Coastal Council reported that the states coastal counties contribute about 79 percent of the state's economic productivity. *"Florida's Ocean and Coastal Economies Report, Phase II."*

Dr. James Cato, an economist, Florida Oceans and Coastal Council member, and former Director, School of Natural Resources and the Environment, University of Florida has testified that "Anything affecting coastal tourism, recreation and marine transportation has a huge impact on Florida's ocean economy...These sectors of economic activity represent 88 percent of Florida's ocean economy..." *"Oceans and Coast Drive Florida's Economy" Environmental News Service, 1 Oct 2008*

Over 500 vessels per day transit through the bridge on peak days. Many, if not most, must loiter and wait for the bridge to open, burning fuel, increasing air emissions, and wasting time. Loitering also increases the risk of vessels colliding with each other, running aground or being set upon the bridge by strong currents.

Rail bridge closures deter waterway use. While it is impossible to measure events that do not occur, it is, nevertheless, obvious that waterway use would be higher if the bridge never closed, and the surrounding community's economies would be that much stronger.[2]

[2] While the local area is prosperous and growing, regional economic information is unfortunately not readily available. This information is crucial to public policy decisions, however, and such data and analyses must be incorporated into any decisions. For example, if an obstructive rail bridge decrements a $20B/yr local economy by half a percent, that would be a cost shift from the private rail company to taxpayers of $100M/yr. Similarly, if it degraded the value of $50B in property by half a percent, that would be a loss of $250M to taxpayers.

2. The bridge's age and condition has caused failures that obstructed the waterway. The risk of additional and more frequent obstructions is increasing.

Upon one occasion a large piece of metal fell from the bridge and obstructed the waterway. Because it was not visible from the surface, several boats struck the metal and reported minor damage. Requests to the railroad for it to be removed went unheeded. The large metal object was eventually cleared from the waterway by the Jupiter Inlet District.



Mechanical failures of the bridge mechanism have obstructed the waterway while it was being repaired.

Extended waterway closures have resulted from a faulty locking system or signal system. With the bridge in the down position, trains have repeatedly stopped short of the crossing for the engineer to dismount, walk up to the bridge to ensure it is locked down and safe to cross. For south-bound trains this also blocks all three streets exiting the City of Tequesta and has resulted in complaints to FECR by the mayor.



Very little to no preventive maintenance or care is evident to anyone walking out onto the bridge (the bridge is entirely accessible to casual pedestrians and even lacks land-side warning or "no trespassing" signs.)

As the 79 year-old bridge structure, materials and mechanisms continue to age and degrade, an increase in mechanical and material failures is certain.

3. Alternatives to obstructing the waterway exist, are available and feasible.

Waterway users have only one route available to them, the railroad has several.

Railroad tracks farther to the west are available, and in use, for both freight and passenger service.

An elevated rail bridge is feasible. Bridges with grades of up to 4% support freight operations in other locations.

US Coast Guard and US Department of Transportation policies specifically state preferences for fixed bridges over mobile bridges, whenever possible, as they minimize negative impacts to all transportation modes at these important intersections of systems.

When the State of Florida constructed the route 811/A1A bridge over the Loxahatchee and adjacent to the FEC rail bridge it made a deliberate decision that a fixed bridge at 25' over the waterway would meet the needs of both navigation and highway traffic. Highway traffic is more continuous than rail traffic, so the parallel is not exact. However, as rail traffic has increased, both in the number of trains and their length, the parallel between the two has become much closer. For example, local officials and waterway users report that when individual trains are separated by 20 minutes or less, the rail bridge will not open to allow navigation between train crossings.

The FEC RR bridge is approximately 4' above the water when closed. The USCG Bridge Clearance Guide calls for bridges on the adjacent intra-coastal waterway to be 21' above the water when closed. *Guidance for bascule bridges on the Atlantic intra-coastal waterway between Jacksonville and Miami– see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "...will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges) as* ***providing for the reasonable needs of navigation."***

Alternatives to using a 79 year-old, poorly maintained bridge that unreasonably obstructs the waterway are more expensive for the FECR. However, by not using these alternatives, FECR is imposing much greater costs on the citizens of Tequesta, Jupiter and the surrounding area.

If FECR were to seek a permit to build this bridge today, it would be denied.

The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman-Hobbs act and mandate its replacement.

Mitigation of Negative Impact Pending Removal or Replacement of the Bridge

Until the bridge is removed or replaced, its impact on the waterway must be minimized. This requires that:

1. **The waterway be open to navigation for at least 31 minutes each hour,**
2. **The length of openings allow passage of all vessels waiting,**
3. **The amount of time for any single closure does not exceed 15 minutes as this would discourage waterway use, and**
4. **The times that the waterway will be open are highly predictable and easily understood.**

Openings

The law gives deference to waterways users because of their limited alternatives, and the multiple alternatives available to surface transportation.

The waterway must be open at least 31 minutes per hour, and for at least 15 minutes per opening.

Safe vessel transits are limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. The Jupiter Inlet District has observed an average of 288 vessel bridge transits each day, and even more vessels would do so, but for the obstruction of the bridge. With over 500 transits per day on peak days, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge (it is too narrow for safe two way traffic).

Waiting for the bridge to open degrades the boating experience significantly, and can drive potential waterway users to just stay home. According to one authority:

> "Americans spend roughly 37 billion hours each year waiting in line. The dominant cost of waiting is an emotional one: stress, boredom, that nagging sensation that one's life is slipping away. **The last thing we want to do with our dwindling leisure time is squander it in stasis."** *Alex Stone "Why Waiting is Torture" New York Times Sunday Review Opinion Page, 18 August 2012.*

Informal interviews with users show that they consider a wait of 15 minutes or less reasonable. This is predicated upon the schedule of such waits being highly predictable so that users can structure their arrivals so as to avoid most closures altogether.

As mentioned earlier, vessels loitering and trying to position themselves for when the bridge opens unnecessarily waste fuel, have increased air emissions due to the addition fuel burn and typically low engine speed, and run greater risk of collision, grounding and being set upon the bridge by strong currents.

Predictability and Clarity

Safe and enjoyable waterway use requires time and preparation. Numerous items of equipment, some of which is time consuming to prepare and requires special transport, is often involved. It is also often a group activity, so schedules of multiple people must be coordinated, sometimes weeks in advance.

Minimizing the negative impact of rail bridge closures on waterway use requires that users have a long term predictable schedule of when the waterway will be open. This certainty will manage expectations, and allow users to adjust their activities and schedules accordingly.

It is also important that schedules be clear, easily understood and recalled from memory. For example: "The bridge will open on the hour and half hour, and stay open for 20 minutes."

We prefer that the schedule for the waterway being open is published in the Federal Register as part of the rulemaking. Less preferred, but acceptable, would be that the rulemaking provide for the schedule to be published at least 90 days in advance and that all schedules remain unchanged for at least 90 days.



Dana Goward is the Proprietor at Maritime Governance, LLC, a consultancy offering advice and counsel on a wide variety of maritime navigation, search and rescue, maritime domain awareness, and governance issues.

Capt. Goward has more than 40 years of experience in the maritime industry; he is also a bridge expert. He retired in 2013 from the U.S. federal Senior Executive Service as the nation's maritime navigation authority, with 12 business lines budgeted at over $1.3B/yr. He has represented the US at IMO, IALA, the UN anti-piracy working group, and other international forums.

A licensed helicopter and fixed wing pilot, he commanded the US Coast Guard's air station in New Orleans and served as the service's first Chief, Office of Board Forces, before retiring as a Captain.

He is also President of the Resilient Navigation and Timing Foundation, Chairman of the Board for the Association for Rescue at Sea, and is a member of the govering council for the Institute of Navigation.

Bridge Administration Specific: Capt. Goward was responsible for permitting and regulation of over 18,000 bridges over the navigable waters of the United States and a nationwide staff of 45. The portfolio included $225B in bridge construction projects requesting permits.

He also served as Dept of Homeland Security representative to White House's "President's Steering Committee on Federal Infrastructure Permitting and Review Process Improvement," a Deputy Secretary-level group created by presidential executive order. Negotiated agreements between competing interests and authorities on highly charged, nationally significant, $1.3B to $3.4B bridge construction and modification projects publicly tracked by White House.

ANALYSIS OF MICRO-VIBRATION IN BUILDINGS

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ABSTRACT

Vibrations are produced during various operations from railway and roads to foot traffic, it propagates in different mediums. Following are examples of the reactions, due to vibrations, caused in parent-mediums and its surrounding:

- damage during the production of Micro-Nano scale equipments, for instance silicon-chips and devices related to Nanotechnology;
- produces error during experiments in labs equipped with lasers, sensors or micro-scopes;
- creates hazardous environment in operation-theaters at hospitals, particularly Neurosurgery;
- long-term contact causes damages in buildings; minor effects such as cracks, which in critical cases could result in collapse, especially in historical buildings.
- Perceptible sustained vibration can cause nuisance for occupants of buildings.

Our proposal is a structural-design that will resist vibration. The design is of a floor isolated from its vibrating base, which has sandwiched a system of isolator, dampers and springs. This Single Degree Of Freedom (SDOF) structure reduces intensity of propagating vibration.

This research will be helpful in different areas of industries. The application of technology includes: semi-conductor facilities, hospitals, high precision labs, and manufacturing and maintaining equipments related to Nanotechnology. This out come could be applied to protect historical buildings and resist vibrations in industrial machineries. The objective of this research is to investigate the effectiveness of floor isolation systems in isolating vibration transmitted to a building in New York.

INTRODUCTION:

PROBLEM STUDIED:

Vibration is one of the main factors for fatigue in structures. Produced by different sources vibrations propagate from one medium to another. This could cause serious damage in industries producing Micro and Nano scale equipments. Vibrations could also produce error during experiments in high-precision labs equipped with lasers, sensors or microscopes. Surgery could be hazardous in operation-theaters affected of vibrations. Long-term contact to vibrations can causes damages in buildings, minor effects such as cracks, which in critical cases could result in collapse, especially in historical buildings. Perceptible sustained vibration can cause nuisance for occupants of buildings, which could cause diseases such as mild-deafness, memory-loss, and aggressive-behavior.

My research was done to: analysis effect of vibration in building, and find efficient way to reduce intensity of vibration propagating in structures. A building at Riverside at 158th Street, New York City, USA, was chosen as the site for investigation. Accelerometer was used to collect the data for theoretical analysis; acceleration of vibrating floor was measured. Computer programs, Matlab™ and Working Model™, were used to calculate and analysis theoretical results. Analysis was done to reduce intensity of the vibration.

OBJECTIVE

Objective of this investigation is to:

1. Analyze the effects of micro-vibrations in structures
2. Conduct research on various buildings heavily effected by vibration, especially bridges and tunnels
3. Build a model that demonstrate feasibility of the researched theoretical calculations

BACK GROUND RESEARCH

Common sources of vibration were investigated (*Table 1*). *Table 1* gives us an idea of the magnitude of frequency and amplitude of vibrations induced by sources in a typical urban area. This information is helpful to understand the characteristics of the vibration-sources and the vibration induced.

Source	Freq. (Hz)	~Amplitude(in.)
Air Compressors	4–20	10^{-2}
Handling Equipment	5–40	10^{-3}
Pumps	5–25	10^{-3}
Building Services	7–40	10^{-4}
Foot Traffic	0.55–6	10^{-5}
Punch Presses	< 20	10^{-2}-10^{-5}
Elevators Up	< 40	10^{-3}-10^{-5}
Building Pressure Waves	1–5	10^{-2}
Building Motion	< 46 / height(m)	10^{-1}
Railroads	5–20	±0.15g
Highway Traffic	5–100	±0.001g

Table 1: Common environmental sources of vibration.

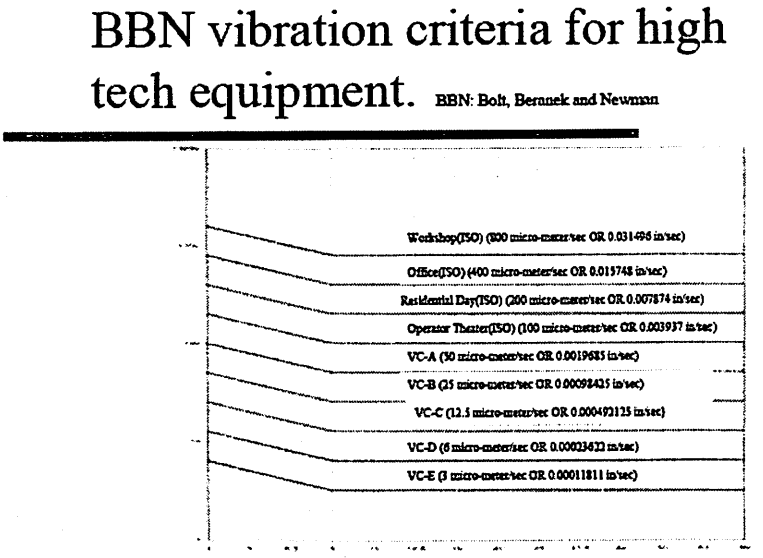

Figure 3:

Figure 1: BBN vibration criteria for high tech equipment

A BBN vibration criterion is used to analyze micro-vibration efficiently. International Standard Organization (ISO) has considered safety level of vibration in structure as shown in figure 1. The use of BBN plot for data plot makes it easy to compare experimental-result with the recommended level of vibrations. Below table (*Table 2*) shows detail description of safety criteria for micro-vibration.

Criterion Curve	rms Amplitude (μm/sec)*	Detail Size (μm/sec)*	Description of Use
Workshop	800	N/A	Distinctly discernible vibration. Appropriate to workshops and nonsensitive areas
Office	400	N/A	Discernible vibration. Appropriate to offices and nonsensitive areas
Residential Day	200	75	Barely discernible vibration. Probably adequate for computer equipment, probe test equipment and low-power (to 20x) microscopes
Operating Theatre	100	25	Vibration not discernible. Suitable in most instances for microscopes to 100x
VC-A	50	8	Adequate for most optical microscopes to 400x, microbalances, optical balances, proximity and projection
VC-B	25	3	Appropriate for optical microscopes to 1000x inspection and lithography equipment (including steppers) to 3 micron line widths
VC-C	12.5	1	A good standard for lithography and inspection equipment to 1 mm detail size
VC-D	6	0.3	Suitable for the most demanding equipment, including electron microscopes (TEMs and SEMs) and E-beam
VC-E	3	0.1	A difficult criterion to achieve in most instances. Assumed to be adequate for long-path laser-based interferometers and other systems requiring extraordinary dynamic stability

Table 2: Effects of Vibration on People and Buildings according to Transport and Road Research Laboratory (U.K.)

Usually micro-vibration in buildings is expressed in terms of amplitude of *micro-vibration in one-third octave band* versus the center *frequency of the band*. The one-third octave plot of any velocity time history is calculated from its Fourier transformation as (Yang and Agrawal, 2000):

$$\dot{X}_{1/3}(n_c) = \left[\sum_{0.89}^{1.12nc} \dot{X}(n)\Delta n \right]^{1/2}$$

Where,
Δn = resolution of FFT;
n = Frequency in Hz;
n_c = Centre frequency

The centre frequency is given by $n_c = 2^{(m/3)}$, where m is an integer. The one-third octave bandwidth is approximately 23% of its centre frequency. One-third octave plot obtained from Eq. (1) is constant in the frequency band from $0.89n_c$ to $1.12n_c$. To evaluate $X_{1/3}$ (n_c) in terms of the BBN vibration criteria it is also expressed in dB referenced to V0 = 1 μin./s, that is

$$V(nc) = 20 \log[X\ 1\ /\ 3(nc)\ /\ V0]$$

Peak Particle Velocity (PPV) (mm/s)	**Human Reaction**	**Effect on Buildings**
0 – 0.15	Imperceptible	Unlikely to cause damage of any type
0.15 – 0.3	Threshold of perception	Unlikely to cause damage of any type
2.0	Vibrations perceptible	Effects ancient and historical monuments
2.5	Continuous exposure to vibrations is annoying	Virtually no risk of "architectural" damage to normal buildings
5	Vibrations annoying to people in buildings	Threshold for risk of "architectural" damage in houses with plastered walls and ceilings
10 - 15	Continuous vibrations are unpleasant and unacceptable	Would cause "architectural" and possibly minor structural damage.

Table 3: Effects of Vibration on People and Buildings according to Transport and Road Research Laboratory (U.K.)

Following is comparison of solution currently available:

1. Building wave barriers to isolate from vibration sources by digging trenches around building boundary. Wave barriers are expensive to build and take lots of space for implication thus it is not viable for urban area.
2. Building facility far away from the vibration sources. (i.e. away from railways and roads). Site of location increases transportation cost of human and goods also it makes facility isolated for individuals.

RESEARCH APPROACH

Primary study was done to measure vibration in building under Riverside in New-York. Objective is to use building for office, Building seems to have high level of traffic-induced vibration, one possible solution is to use isolated floor.

Acceleration of vibrating floor was measured using sensitive accelerometer for theoretical analysis; this data was collected during medium rush hour. Computer programs, Matlab™ and Working Model™, were used to calculate and analysis theoretical results. Acceleration data was passed through high-pass filter to remove low frequency static component in Matlab. A high pass filter with cutoff frequency of 1 Hz was used. Acceleration data was integrated using Simpson's Method to obtain velocity and time history. Further analysis was done to obtain One-Third Octave Spectrum from velocity data. This analysis was done to reduce intensity of the vibration.

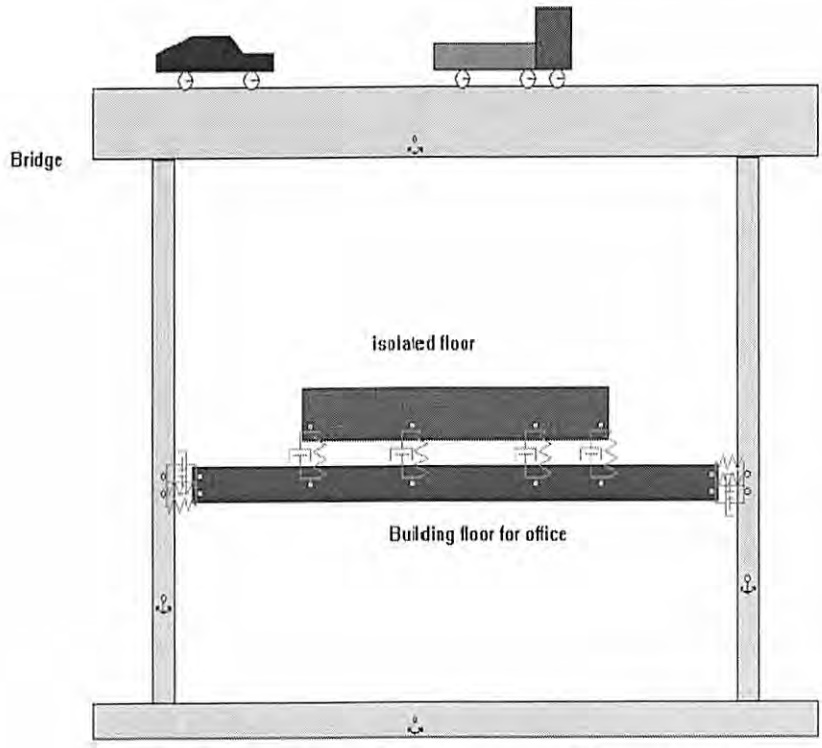

Figure 2: Building at 158th Street and Riverside in New York with Micro-Vibration. (Working Model™)

RESULTS

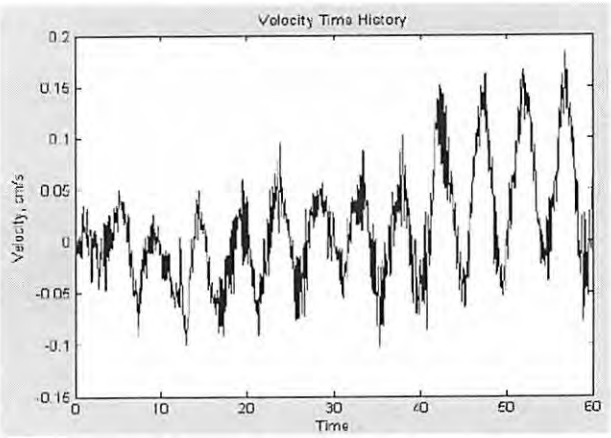

Figure 3: Velocity vs. Time History

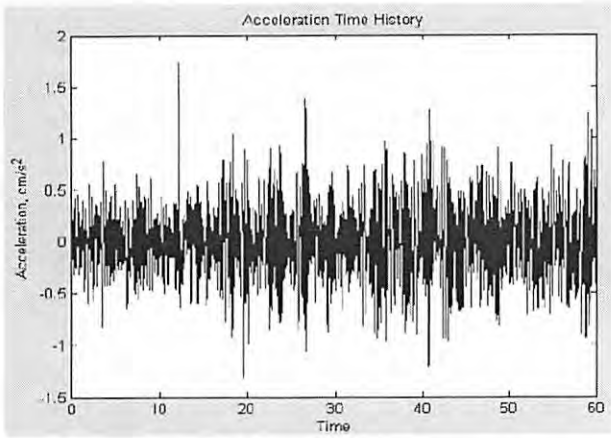

Figure 4: Acceleration vs. Time History

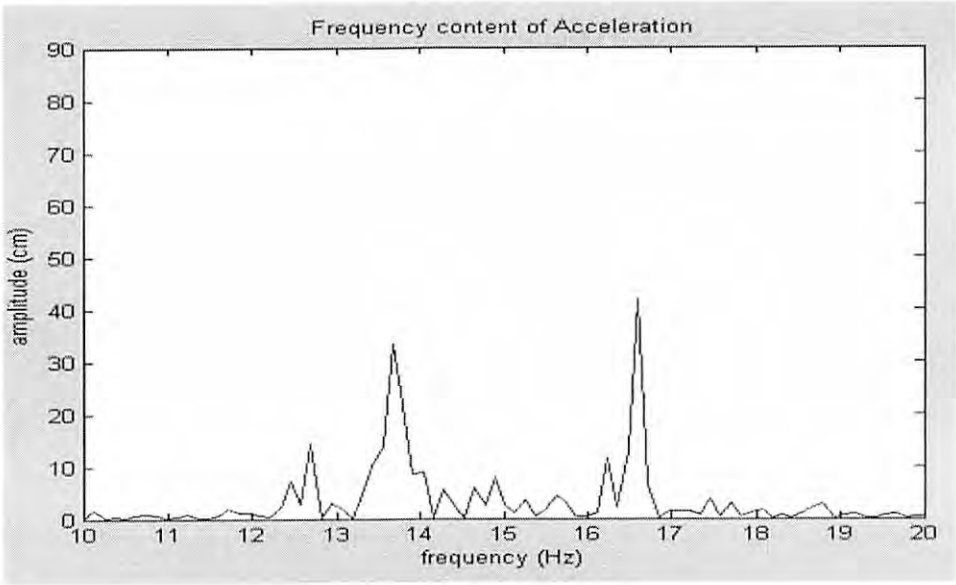

Figure 5: Frequency content of Acceleration (FFT Transformation)

Above is graphical illustration of experimental results obtained by the accelerometer. *Figure 3* is a graph of *Velocity vs. Time* was obtained using the Simpson's Method. *Figure 4* is graphical illustration of *Acceleration vs. Time* was obtained from the accelerometer. *Figure 5* is a graph of Amplitude vs. Frequency was obtained from the Fast Fourier Transformation.

	Room 1		Room 2	
Test	**CH01 (mm/s)**	**CH02 (mm/s)**	**CH01 (mm/s)**	**CH02 (mm/s)**
1	2.434	2.275	2.329	2.987
2	2.152	1.978	2.234	2.086
3	1.961	1.756	1.386	2.427
4	2.037	1.945	1.833	2.723
5	3.266	2.824	2.506	2.725
6	2.271	2.010	3.299	4.445
7	2.406	2.153		
	< 2.0 mm/s			
	< 2.5 mm/s			

Table 4: Peak Particle Velocity (PPV) for the vibrating floor

The experimental data was obtained 7 and 6 times respectively for room 1 and room 2 using two accelerometers, this makes a total of 26 cases. Above table has been prepared calculating the Peak Particle Velocity (PPV) of each case. Comparing these data with the background research it could be concluded that for blocks in yellow, vibrations exceeds the safety level of (<2.0 mm/s) and is harmful for historical building. While data in red blocks in the table (velocity < 2.5 mm/s) shows that vibration level is harmful for human. Further analysis could be done from reported data; as discussed in background research this data was taken during medium rush hour(i.e 3pm), the intensity of vibration could change if data is taken during rush-hour(i.e. 5pm).

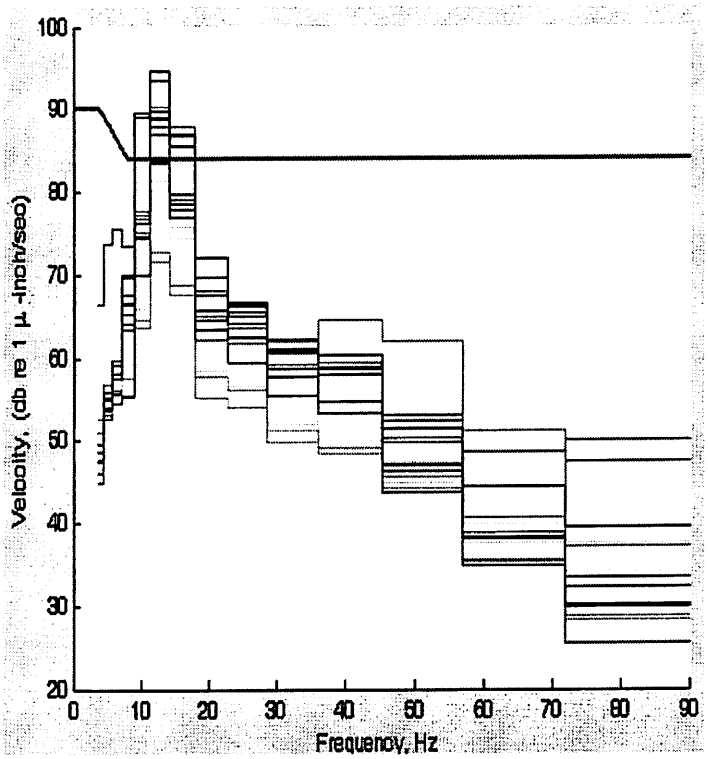

Figure 6: Room 1, Velocity vs. Frequency

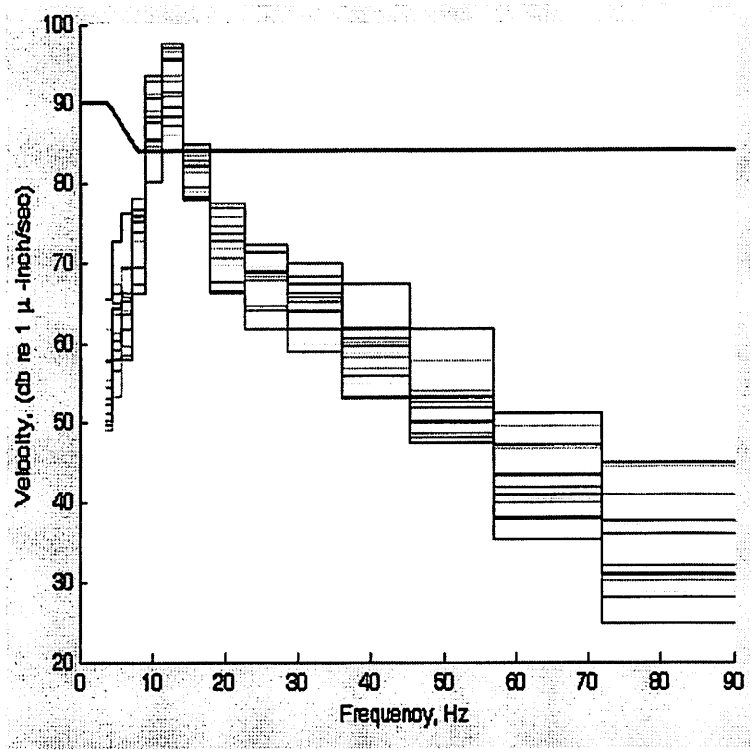

Figure 7: Room 2, Velocity vs. Frequency

Above is a One-Third Octave Spectrum, graphical demonstration of Fourier Transformation (FFT) of the data obtained through the experiments, where *Velocity vs. Frequency* is axis. The thick blue-line (at 90 db re 1 micro inch/sec) is safety level of vibration in a typical office.

By a Matlab program the data was analysis to a visual illustration as shown in above graphs. The Acceleration data was passed through high-pass filter to remove low frequency static component in Matlab. A high pass filter with cutoff frequency of 1 Hz was used.Further analysis was done to obtain One-Third Octave Spectrum from velocity data. The data could be easily compared with the safety level in this program.

The safety level of the vibrating floor could be approach by changing the variable in the Matlab program, i.e. damping and weight of floor. This approach is helpful to understand the required amount of damping and the weight of floor to reduce intensity of vibration to safety level.

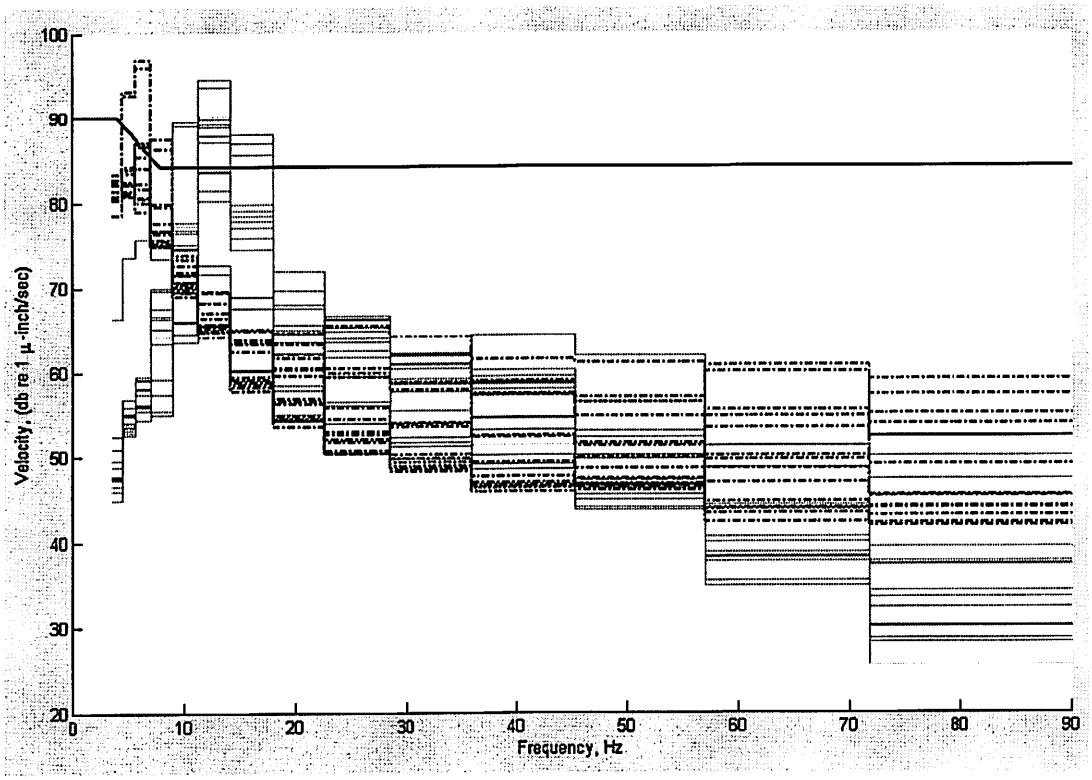

Figure 8: Comparison of Isolated base with vibrating base

Matlab program was used to analysis the data plotting One-Third Octave Spectrum from velocity data. Visual data could be easily compared with the safety level (i.e 90 db re 1 micro inch/sec) in this graph.

The level of the vibration in the floor could be approach isolating the vibrating floor using dampers and isolators. Theoretical calculations are done using this Matlab program to decide required damping and the mass of the floor. This approach is helpful to understand the required quality of dampers and the weight of floor in order to reduce intensity of micro-vibration.

Model of proposed structure:

A structural design is introduced; a floor isolated from its vibrating base, which has sandwiched a system of isolator, dampers and springs. This Single Degree Of Freedom (SDOF) structure was analyzed using Matlab™ for various values for: damping of the sandwiched system (i.e. isolators, dampers and springs), mass of the isolated floor, and the natural frequency of the isolated floor. The design will reduce vibration at location.

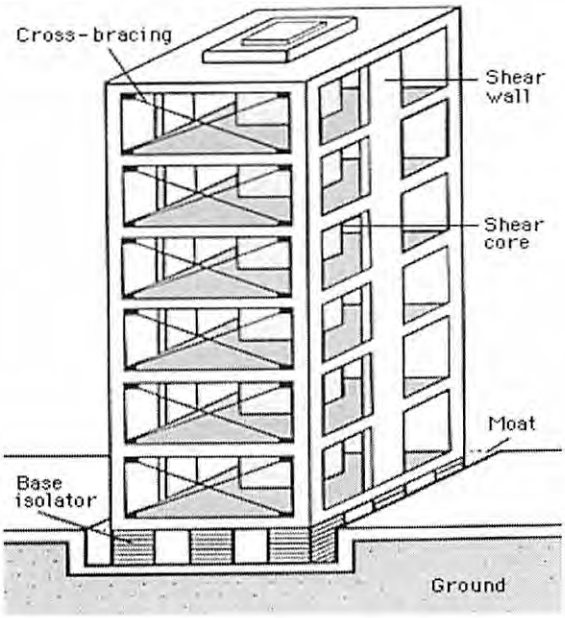

Figure 9: Vibration resistant Base Isolator (NASA)

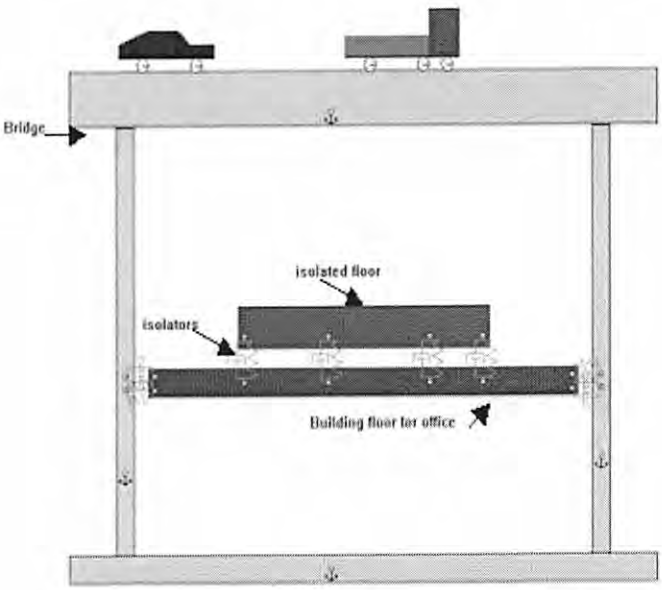

Figure 10: 2-D Model of Building at 158th Street and Riverside in New York with Micro-Vibration. (Working Model™)

Figure shows a 2-D model of proposed design were the floor (light violet) is isolated from its vibrating base (dark violet), which has sandwiched a system of isolator, dampers and springs. This Single Degree Of Freedom (SDOF) structure reduces intensity of propagating vibration.

Building floor has significant vibration contribution in the frequency range of 14 to 17 Hz.

Following are possible dimensions of the design of an isolated floor:
Floor size = 50ft x 50ft
Floor mass=~ 130000 lb OR 6000 Kg
Isolated floor freq.=~ 5 Hz
Damping = 5 %

POSSIBLE FUTURE WORK

Further investigation is continued to apply active control concept.

ACKNOWLEDGEMENTS



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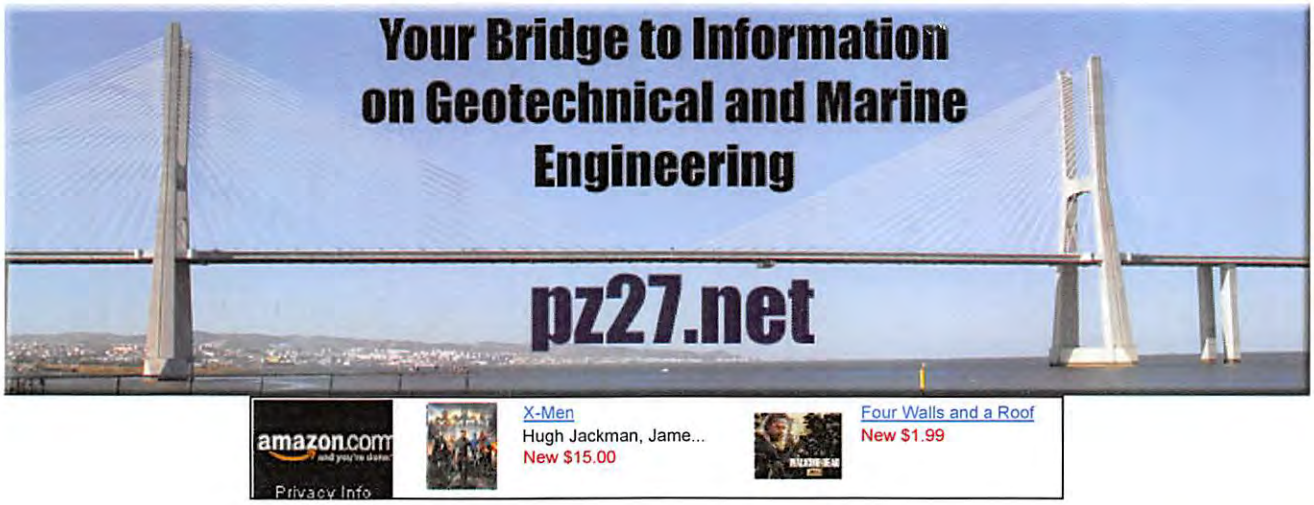

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SYNOPSIS

Construction vibrations may be harmful to adjacent and remote structures, sensitive instruments and people. Construction vibration sources have a wide range of energy, displacement, velocity and acceleration transmitted on the ground. Effects of different dynamic sources and soil conditions on construction vibrations is analyzed. Consequences of construction vibrations are developed in various ways. It is important to assess intolerable vibrations before the beginning of construction activities. Guidelines for preconstruction survey are presented. Pre-construction survey and prediction of anticipated vibrations by IRFP method, monitoring and control of measured vibrations are important steps in preventing intolerable vibration effect.

INTRODUCTION

Implementation of construction projects involve various sources of construction vibrations such as pile driving, dynamic compaction, blasting and operating heavy equipment. These sources generate elastic waves in soil which may adversely affect surrounding buildings. Their effects range from serious disturbance of working conditions for sensitive devices and people, to visible structural damage.

The effect of construction vibrations on surrounding buildings, sensitive devices and people in the urban environment is a significant consideration in obtaining projects approvals from appropriate agencies and authorities. Disruption of some businesses, possible structural damage and annoying people are the problems.

The dynamic effect of construction vibrations on adjacent and remote structures depends on soil deposits at a site and susceptibility ratings of structures. It is likely that intolerable structure vibrations may be induced in close proximity of the driven piles, but foundations settlements resulting from soil vibrations in loose soils may occur at various distances from the source.

There are two opposite extreme opinions regarding vibration effects on surrounding neighborhood. On the one hand according to human perception and psychology, construction vibrations are the causes of all damage in structures, but on the other hand the vibration effect from construction activities is negligible, Oriard (26). Both opinions are wrong and misleading. Proper evaluation of vibration effect is necessary.

It is important to assess the dynamic effect before the beginning of construction activities and at the time of construction. Therefore monitoring construction vibrations have to be started prior to the beginning of construction works at a site and be continued during construction to provide the safety and serviceability of sound and vulnerable structures.

Monitoring and control of construction vibrations were studied by a number of researchers *e.g.* Attewell and Farmer (1), Barkan (2), Crockett (6), Clough and Chameau (4), Dowding (8), Heckman & Hagerty (13), Lacy and Gould (16), Massarsch (21), Mayne (23), Richart et al. (29), Svinkin (37), Wiss (42), Wood and Theissen (43), Woods (44) and others.

This paper presents some guidelines for preconstruction survey, prediction, measurement, analysis and control of soil and structure vibrations generated by construction activities at a site.

CONSTRUCTION VIBRATIONS

Vibrating, impacting, rotating, and rolling construction equipment is used for soil excavation, modification and improvement. Machinery with dynamic loads and blasting are sources of construction vibrations. The most prevalent powerful sources of construction vibrations are pile driving, dynamic compaction, and blasting. Blasting energy is much larger than energy of other sources of construction vibrations. For example, the energy released by 0.5 kg of TNT is 5400 kJ, Dowding (8). Such energy is 50 to 1000 times the energy transferred to piles during driving and 15 to 80 times the energy transferred to the ground during dynamic compaction of soils, Svinkin (37).

Vibration Classification

Ground vibrations generated by construction sources can be roughly separated into two categories: transient and steady-state vibrations.

The first category includes single event or sequence of transient vibrations and each transient pulse of varying duration is dying away before the next impact occurs. Such vibrations are excited by air, diesel or steam impact pile drivers, by dynamic compaction of loose sand and granular fills, and also by highway and quarry blasts. The dominant frequency of propagating waves from impact sources ranges mostly between 3 Hz and 60 Hz, Svinkin (37).

The vibration records of ground vibrations close to the pile driver are similar to those from forge and drop hammers, Steffens (31). The vibration effects from impact hammers are alike to those from vibrations generated by forge hammers because of comparable energy released and the dominant frequency range.

The second category contains continuous harmonic or some other periodic forms. These forced vibrations are caused by vibratory pile drivers, double acting impact hammers operating at relatively high speeds, and heavy machinery.

Vibratory pile driving equipment is wide spread dynamic source of construction vibrations. The most important characteristics of this machines are frequency with the resultant relationships between dynamic force and eccentric moment. Low frequency machines have vibratory frequency between 5-10 Hz and used mainly for piles with big mass and toe resistance such as concrete and large steel pipe piles. Medium frequency machines have the vibratory frequency range of 10-30 Hz and used with light weight piles such as sheet piles and small pipe piles. High frequency machines operate at frequencies of more than 30 Hz. The major advantage of these machines is their lowered transmission of ground excitation to adjacent structures, Warrington (40).

Vibration Propagation

Sources of construction vibrations generate body (compression and shear) waves and surface waves of which Rayleigh waves are the primary type, Barkan (2) and Richart et al. (29). These waves transmit vibrations through soil medium. Rayleigh waves have the largest practical interest for design engineers because building foundations are placed near the ground surface. In addition, surface waves contain more than 2/3 of the total vibration energy and their peaks particle velocity are major on the velocity records.

Rayleigh waves induce vertical and radial horizontal soil vibrations. In horizontal layering soil medium, a large transverse component of motion could be caused by a second type of surface waves called Love waves rather than other wave types. Waves propagate outward the source in all directions. Spectra of the radial and transverse components of horizontal soil vibrations may have a few maxima and the one corresponding the frequency of the source is not always the largest. In general, faster attenuation of high frequency components is the primary cause of changes of soil vibrations with distance from the source. However, some records can not be explained by this mechanism and the effect of soil strata heterogeneity and uncertainties of the geologic profile should be taken into account, Svinkin (34).

The waves travel outward from the construction source and attenuate in the results of geometrical spreading and material damping. It is common to calculate displacement amplitude reduction of the Rayleigh wave between two points at distances r_1 and r_2 from the source as $(r_1/r_2)^{0.5}$ with a factor $\exp[-\alpha(r_1-r_2)]$ where α is the coefficient of attenuation, Golitsin (10). However, there are certain difficulties in determination of the coefficient, α, for ground vibrations from construction and industrial sources. This coefficient could be inadequate for different distances between points of measurements. On account of wave refraction and reflection from boundaries of diverse soil layers, an arbitrary arrangement of geophones at a site can yield incoherent results of ground vibration measurements because waveforms measured at arbitrary locations at the site might represent different soil layers, Svinkin (37).

Besides, the coefficient, α, depends on the soil resistance to pile penetration. During hard driving, these coefficients tend to be higher than those where hard driving is not encountered. According to experimental data from Clough and Chameau (4), the coefficients, α, were 1.3-2.5 times greater for hard driving than those for normal driving.

A scaled-distance approach, Wiss (42) and Woods (44), uses relationship between energy, W, of source and surface distance, D, where velocity, v, is calculated as $(D/W^{0.5})^{-n}$ where the value of 'n' yields a slope in a log-log plot between 1 and 2. The modified scaled-distance approach provides calculation of the peak particle velocity (PPV) of ground vibrations as a function of the source velocity, Svinkin (35).

Mayne (23) suggested for dynamic compaction a relationship between the impact velocity of a free falling weight and PPV of ground vibrations as $PPV= 0.2(2gH)^{0.5}(d/r_0)^{-1.7}$ where g = gravitational constant, H = falling height, d/r_0 = distance normalized to the weight radius.

Empirical equations employed for assessment of expected soil vibrations from construction and industrial sources usually only allow calculation of a vertical peak amplitude of vibrations and not always with sufficient accuracy. These equations cannot incorporate specific differences of soil conditions at each site because heterogeneity and spatial variation of soil properties strongly affect characteristics of propagated waves in soil from construction and industrial vibration sources.

A new Impulse Response Function Prediction method (IRFP) has been originated by Svinkin (34, 36) for determining complete time domain records on existing soils, structures and equipment prior to installation of construction and industrial vibration sources. The IRFP method has significant advantages in comparison with empirical equations and analytical procedures.

Vibration Damage and Disturbance Criteria

A number of attempts have been made to connect vibration parameters (displacement, velocity and acceleration) with observed human annoying, disturbances of sensitive devices, and structural damage, for example, Crandell (5), Medearis (24), Nichols et al. (25), Raush (28), Siskind et al. (30) and others. Richart et al. (29) demonstrated some results of such studies in graphical form for structure and machine vibration limits combined with human perception limits.

It was found that structural damage could be well correlated with the peak particle velocity (PPV) of structure vibrations. The same criterion for structural damage of residential buildings was set at 50 mm/s peak particle velocity in the frequency range of 3-100 Hz, Nichols et al. (25). For commercial and engineered structures, Wiss (41) suggested to use a conservative limit of 100 mm/s.

Building damage occurs in the result of combined influence of structure vibration displacement, velocity, acceleration and frequency. The necessity to take into account the vibration frequency to assess the vibration effect on structures was underlined in a number of publications, for example, Dowding (7, 8), Medearis (24), Siskind et al. (30), Svinkin (32) and others. Intensive studies of residential structural damage in connection with measured displacement and velocity was made by the U.S. Bureau of Mines, Siskind (30). As the results, a set of criteria was developed for the frequency range of 1-100 Hz, involving both displacement and velocity, Figure 1.

The peak particle velocity is the parameter most commonly used to evaluate the effect of construction vibrations on structure. However, other vibration parameters should be used in assessment of vibration effects as well. So Figure 1 shows the importance of displacement limits to evaluate structural damage. Displacement of 0.1 mm, and acceleration of 2.5 m/s^2, not velocity, are vibration limits for computing systems, Boyle (3).

There are simple mathematical relationships between peaks of displacement, velocity and acceleration. Displacement calculations from velocity records are correct, but analogous acceleration calculations do not always yield proper results because velocity measurement cannot detect high frequency components of ground vibrations. Accelerometers and geophones have the opposite principles for vibration measurements. If acceleration limits are available for sensitive devices or foundation settlements, acceleration must be measured in parallel to velocity measurements. For example, Clough and Chameau (4) made acceleration and velocity measurements at the same time. One more important point is to use devices with proper calibration curves. Otherwise it is possible to receive misleading results.

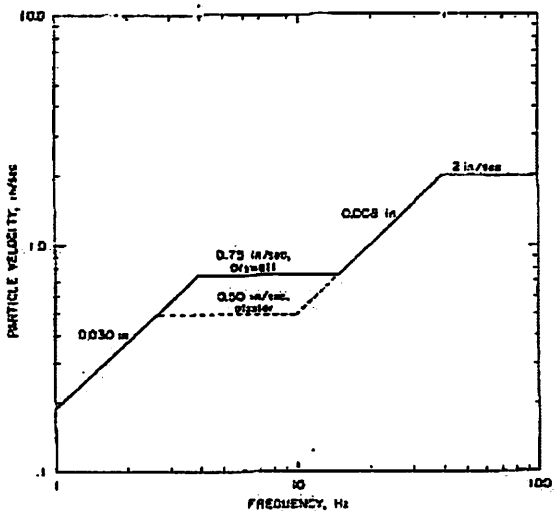

Figure 1 Safe level of blasting vibration for houses using a combination of velocity and displacement, after Siskind et. al. (30)

SURVEY OF CASE STUDIES

There are numerous publications regarding vibration effects from construction operations. Several references are presented in the introduction section of this paper. In this section, an attempt was made to analyze obtained results and assess contribution of different factors on construction vibrations.

Source Effect on Ground Vibrations

Pile Type. In general, piles being driven as displacement piles generate the greatest ground vibrations, *e.g.* Woods (44), Svinkin et al. (38) and others. However, there effects are varied and depend on pile cross-section shape and soil conditions. The more pronounced effects of displacement piles on ground vibrations occurs predominantly at distances less than 10 m from pile driving.

A pile shape may affect ground vibrations around the driven pile. Martin (20) found that driving of sheet piles do not generate large horizontal vibrations in perpendicular direction to the line of the sheet piles.

Pile impedance is a significant factor in the transfer of dynamic longitudinal force into the pile and from the pile into the surrounding soil. The greater the pile impedance, the greater the pile capacity and the greater the dynamic force that can be transferred to the ground. However, pile impedance affects the intensity of ground vibrations in two opposite ways at the same time. On the one hand, increasing pile impedance increases the force transmitted to the pile and surrounding ground, but on the other hand, increasing pile impedance decreases the peak particle velocity of pile and ground vibrations. An increase of hammer energy magnifies ground vibrations until the pile impedance allows to increase the force transmitted to the pile and the surrounding soil. The impedance affects in opposite ways the force and the velocity transmitted to the ground and therefore the pile impedance effect on the intensity of ground vibrations is not obvious. Pile impedance cannot be always used as a predictor of intensity of ground vibrations, Svinkin et al. (38).

Soil Resistance and Pile Length. During driving, the various soil resistances to pile penetration are developing as the pile penetration depth is increasing. Pile-soil load transfer is realized by means of both concentrated loads from the pile toe and distributed loads generated along the pile shaft. Generally speaking, dynamic loads transferred from the pile to the ground should be increasing with augmentation of a pile penetration depth. However, this does not always occur. Accumulated experience in pile driving shows that the intensity of ground vibrations is mostly independent of the pile penetration depth and depends on soil properties, for example, Clough and Chamean (4), Holloway et al. (15), Svinkin et al. (38) and others.

In soils with a low penetration resistance such as loose fill, peat or silt, a large portion of the hammer energy is used in overcoming soil friction and thereby moving piles down. Therefore less energy is transmitted for generating ground vibrations in comparison with pile driving in soil with a high penetration resistance. The high blow count resulted in increased ground vibrations at the pile penetration depth approximately between 4-8 m below the ground surface but did not effect ground vibrations at the greater depth. These results were obtained from driving of concrete, steel shell and H piles and also of sheet piles.

Dynamic Compaction. For dynamic compaction of loose sands and granular fills, large and heavy steel or concrete blocks weighing typically 49.1-137.3 kN are usually dropped from heights of up to 30 m, Hayward Baker (12). The size of weights could be larger at some construction sites. The maximum falling weight found in publications was 397.3 kN, Gambin (9).

The wide range of impact loads on the ground determines a wide range of ground vibrations. Vibration levels increase as the treated field becomes densified. A maximum level of particle velocity might be achieved after one or two passes of heavy tamping. It is necessary to point out that localized liquefaction may occur around the contact area of impact, Mayne (22).

Dynamic loads on the ground induce elastic waves in the soil medium and these waves are transmitted through the soil in all directions. The spectra of soil vibrations excited by impacts show a few maximums with the dominant frequency of the surface wave. Actually, these frequencies are the natural frequencies of the soil layers and the values obtained do not practically depend on conditions at the contact area where impacts are made directly on the soil. In general, soil profiles are nonlinear systems and the dominant frequency of soil profiles depends on the applied impact. Nevertheless, over a certain range, the system behavior may be linear and if the system is restricted to this range it is possible to safely use the linear approach. However if sizes of falling weights are considerably different, such impacts on the same contact area might generate surface waves with different dominant frequencies, Svinkin (33, 34).

Blasting. Blasting energies are much larger than energies of other sources of construction vibrations. Blast design depends on the large number of factors and is aimed to enhance blasting productivity and diminish generated ground vibrations without increasing the cost. The following describes effects of different factors on ground vibrations, Nicholls et al. (25), Dowding (8) and OZA Inspections (27).

Explosive type and weight, delay-timing variations, size and number of holes, distance between holes and rows, method and direction of blast initiation, geology and overburden are the most important causes which effect ground vibrations. The explosive types affect ground motion through detonation velocities of explosives and a square root of the charge weight. Microsecond-delayed blasts are used for reduction of PPV of ground vibrations which are connected with the maximum charge weight detonated per delay. A choice of the proper delay is not a simple

problem. Wave propagation might differ with direction if there is geologic complexity. The effect of overburden manifests itself in attenuation of high-frequency components of ground motion.

Energy of Dynamic Sources. The energy of construction sources is important source property which effects intensity of surface waves, *e.g.* Attewell and Farmer (1), Mayne (23), Wiss (42), Woods (44) and others. In general, ground vibration level increases if the source energy increase. However the energy of source is not always the dominant factor in determination of the intensity of ground vibrations. The following case studies shows that influence of other factors should be considered.

The effect of energy level of dynamic compaction on PPV of ground vibrations at different distances from the source was studied by Mayne (23). It was revealed that the exponent term for energy of the source, W, decreases with distance away from the point of impact. At distances of 6.1, 15.25, and 30.5 m, the observed effect of energy level was $(W)^{0.6}$, $(W)^{0.5}$, and $(W)^{0.4}$, respectively, as determined from linear regression analysis of obtained data.

Martin (20) reported similarity of PPV of vertical ground vibrations observed for displacement piling on peat and corresponding PPV observed for sheet piling on silt and clay. Although the impact energy of the hammer used for driving of close-ended steel pipes was in ten times the energy of the hammer used for sheet piling, the intensity of vertical ground vibrations was similar at the compared construction sites. The minor reason of these results was explained by differences in the geometry of the piles. The displacement pile had a circular section and the energy transmitted from this pile to the ground was shared between vertical and two horizontal components of ground vibrations. The sheet pile had a 'U' shaped section and driving of this pile produced predominantly vertical ground vibrations. The major reason for the comparatively low level of vertical vibrations from displacement piling operation was the low penetration resistance of the peat. A large portion of the energy transferred to the pile was absorbed in moving the pile through the peat.

Dowding (8) made comparison of ground vibrations induced by pile driving with a diesel hammer and by Franki pile driving and revealed that the latter developed two times more energy but induced smaller ground vibrations at the same distances from the sources. Perhaps the cause of this phenomenon was a higher attenuation of surface waves in the loose soil deposits where Franki piles were driven. This observation underlines the significance of soil contribution to the formation of ground vibrations.

Soil Effect on Vibrations Propagation

Distance from Sources. Waves travel in all directions from the source of vibrations forming a series of fairly harmonic waves with the dominant frequency equal or close to the frequency of the source. Higher frequencies being attenuated faster than lower frequencies with distance from the source. However, the soil medium does not consistently play the role of a low-pass filter and ground vibrations with higher frequencies and amplitudes may arise after certain vibration attenuation.

The inherent spacial variations of soil properties are not always readily identifiable by routine boring, sampling, and testing. For instance, Hammond (11) reported a case history of the influence of heterogeneity in soil strata on soil and building vibrations at the site where a foundation was installed for a forge hammer with a falling weight of 75.8 kN. The dominant frequency of propagated waves was 22.0 Hz to the west of the hammer foundation, while, at the same time, in opposite direction to the east of the source, the dominant frequency was 10.0 Hz. In another interesting case, Svinkin (34), forge hammer foundation vibrations with a frequency of 14.0 Hz excited soil vibrations with a similar dominant frequency except at one location where the dominant frequency was 25.0 Hz with enhanced amplitudes.

Soft and Stiff Soils. Attenuation of surface waves with distance from the source is important for reduction of ground vibrations. Clough and Chameau (4), Wiss (42) and Wood and Theissen (43) made intensive measurements of ground vibrations from construction sources and revealed that values of geometric and material damping are higher in soft soils than those in denser, firmer soils. Moreover, PPVs of ground vibrations tend to increase as soil materials become more dense with the number of blows, Mayne (22). Nevertheless, there is an opposite point of view. Taniguchi and Okada (38) described a case where soft ground was improved to depth of 12 m by means of the lime pile method. As a result, the acceleration at the ground surface decreased to 10-60 % in the frequency range less than 10 Hz. Indeed, various soil conditions require different solutions to diminish ground vibrations.

Martin (20) reported results of measured ground vibrations which had been induced by Love waves. A closed-ended pipe pile was being driven by a drop hammer into the soft clay to the depth of about 8 m and then into the gravel layer. When the pile reached the gravel level, PPV of transverse ground vibrations increased two times but PPV of vertical and radial motion were almost the same. The large transverse vibrations were a Love surface wave. Similar large transverse ground motion was recorded by Clough and Chameau (4) during driving sheet piles through the rubble layer by an ICE Model vibratory hammer at an operated fixed frequency of 1,100 rpm.

CONSEQUENCES OF CONSTRUCTION VIBRATIONS

Vibrations transmitted through the ground during construction operations may annoy people and detrimentally effect structures and sensitive devices.

Construction vibrations effect structures in two major ways. Those vibrations may produce direct damage to structures and make damage due to vibration-induced settlement.

Structure Vibrations. Structure vibrations depend on soil-structure interaction which determines a structure response to the ground excitations. Structure vibrations measured from construction operations vary in a wide range of frequency content and intensity.

Case studies made by Wood and Theissen (43) included ten projects with vibration levels measured in buried structures and buildings supported on piles at soft soil sites and on spread footings at firm soil sites. It was concluded that vibratory hammers of about 23 kg-m eccentric moment or impact hammers of about 94 kJ rated energy with a weight of striking parts of 43.3 kN operating immediately adjacent to unreinforced brick or reinforced concrete structures in poor conditions may be in some degree dangerous for building. Similar construction sources operating immediately adjacent to reinforced concrete structures in good conditions will probably do not produce dangerous structure stresses. Results obtained by Mallard and Bastow (19) and Martin (20) showed that vibrations of light floors are larger and concrete floors are smaller than ground vibrations.

The proximity of the frequency of soil vibrations to one of the structures natural frequencies may generate the condition of resonance in the building. Continuous forced vibrations produced by vibratory hammers have potential to set up resonant vibrations in certain building structures. Moreover transient vibrations might trigger resonant vibrations as well. Levin (17) found that 3-4 cycles of ground vibrations could generate the condition of resonance in the building. Rausch (28) described a case history where intolerable vibrations occurred in an administrative building located 200 m from the foundation of a forge hammer with a falling weight of 14.7 kN. This weight was considerably less than that in the described above case, Wood and Theissen (43), but obviously the condition of resonance played the major role.

The damage criteria in Figure 1 are used as a threshold level, but it does not mean that exceeding this level immediately entail some structural damage. For example, ground vibrations measured nearby the school building located at distance of 24.4 m from a construction blast are shown in Figure 2, OZA Inspections (27). It can be seen that PPV of vertical, radial and transverse ground vibrations were higher of the threshold levels for the wide frequency range. Such vibrations did not result damage of one story brick school building supported on concrete foundations.

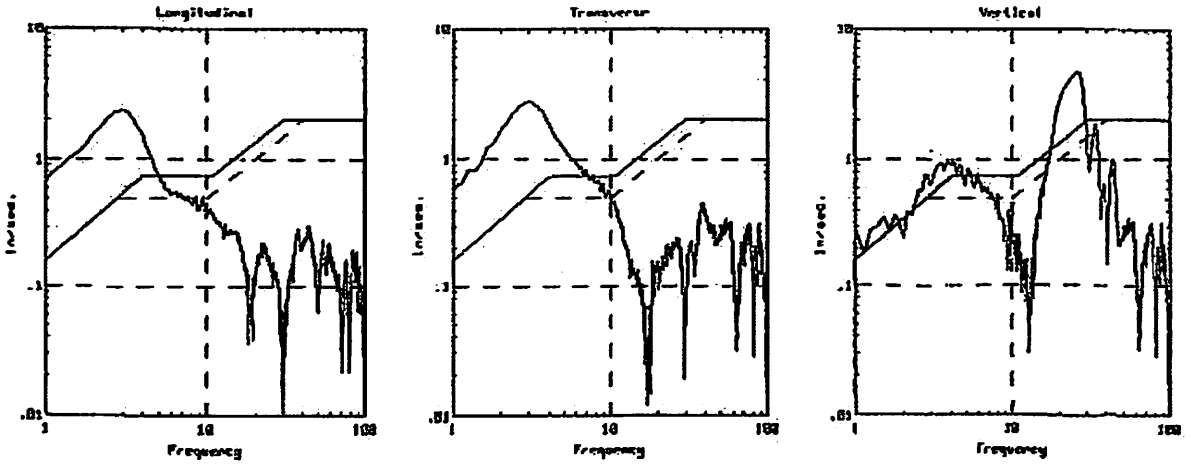

Figure 2 Velocity spectra of ground vibrations measured nearby the school building located at distance of 24.4m from a construction blast, after OZA Inspections (27)

One more important comment. The damage criteria displayed in Figure 1 do not make distinction of type, age and conditions of structures and foundations. Probably more objective and informative damage criteria are a subject for future research.

Crockett (6) and Dowding (8) suggested to take into account the accumulated effect of repeated dynamic loads, for example from production pile driving. This approach is especially important for historical and old buildings.

On the basis of probabilistic analysis of a numerous published data, Siskind et al. (30) made a damage description for Uniform Classification. The three damage categories included the following. Threshold: loosening of paint, small plaster cracks at joints between construction elements. Minor: lengthening of old cracks, loosening and falling of plaster, cracks in masonry around openings near partitions, hairline to 3 mm cracks, fall of loose mortal. Major: cracks of several millimeters in walls, rupture of opening vaults, structural weakening, fall of masonry, load support ability affected. This classification can be useful in assessment of structural damage from construction vibrations.

Settlements Induced by Vibrations. Vibrations may change properties of loose sands saturated with water. This physical phenomenon produces settlement of the ground around the pile and building foundations. Lacy and Gould (16) collected 19 reported cases with different settlements of sands caused by pile driving, described a few approaches to calculate ground settlement, and underlined problems in calculation of settlement of loose sand during pile driving.

It is not clear what vibration parameter and its value should be considered as a trigger of a liquefaction phenomenon of sand. Lacy and Gould (16) consider PPV of ground vibrations of 2.5 mm/sec as a threshold of possible significant settlements at vulnerable sites. Clough and Chameau (4) and Lukas and Gill (18) used an acceleration for assessment of ground and foundation settlement. Barkan (2) reported an important role of the static pressure on the soil for dynamic settlement of a foundation. Therefore different criteria should be taken into consideration in assessment of potential liquefaction problem.

Human Responses. Human perception of vibrations is subjective and human response to arisen vibrations may have false reasoning. Therefore contractor have to provide proper public relations to inform residents regarding possible negative effects of construction vibrations.

MITIGATION OF VIBRATION PROBLEMS

A pre-construction survey is the first step in the control of construction vibrations to ensure safety and serviceability of adjacent structures and/or distant structures with sensitive equipment like hospital facilities and offices with precision instruments. According to pile driving practice, construction vibrations may cause direct damage to structures at a distance about of one pile length from the driven pile. However, there is no single opinion regarding the maximum radius of a preconstruction survey area with buildings surrounding a construction site. Dowding (8) suggested a radius of 120 m of a construction activities, or out to a distance at which vibrations of 2 mm/s occur.

Woods (44) considered distances of as much as 400 m to be surveyed to identify settlement damage hazards. Obviously, a radius of the area of preconstruction survey is various and depends on building condition and utilization.

The preconstruction survey includes a few steps of site investigations.

- Inspect present conditions of surrounding buildings.
- Perform damage susceptibility study to establish vibration control limits.
- Measure vibration background at the area under investigation.
- Assess problems such as cracking of building or foundation failure.

First of all a preliminary desk study of a layout of the area for a preconstruction inspection and a site walk-over observation should be made. Existing cracks found in buildings have to be marked. It is necessary to distinguish cosmetic and structural cracks. Most attention should be paid to cracks in the structures themselves. The width of cracks should be measured with a proper ruler. Determining the cause of cracking is important to predict lengthening and dilatation of old cracks under the vibration effect of pile driving.

For assessment of the dynamic effect on surrounding structures it is necessary to take into account the thresholds of damage, cracking and perception. Buildings inspected under the contract requirements are commonly classified depending on structure susceptibility to cracking and proximity of structures to pile driving operations.

Structure susceptibility is usually related to the threshold of cosmetic cracking, Dowding (7), and depends on a degree of degradation of the building structural and nonstructural systems. Apparently this terminology should be used in the broad sense as susceptibility of the building-soil system depending on degradation of building systems, utilization of buildings and soil conditions. It is important for certain cases. For example, a building, located in the proximity of the driven piles, identified as having low susceptibility and built on liquefiable soils might have substantially larger deformations than a building identified as having high susceptibility but erected on non-liquefiable soils at long distance from the driven piles. Certainly, for some sites only the threshold of cosmetic cracking could be sufficient.

Measurement of a vibration background at soil and buildings with sensitive equipment and/or computerized technology should be a part of the preconstruction survey. The vibration measurement might reveal microvibrations and vibrations induced by industrial machinery located nearby. A waveform recorder has to be used for these measurements.

Assessment of the dynamic effect of construction operations on surrounding structures can be made on the basis of prediction, monitoring and control of soil and structures vibrations from pile driving.

CONCLUSIONS

- Construction operations involve various sources of vibrations such as pile driving, dynamic compaction, blasting and operating heavy equipment. Construction work often creates problems of disruption of some businesses, annoying people and possible structural damage.
- Dynamic loads transmitted to the ground change in a wide range of frequency content and intensity and generate elastic waves in soil medium.
- Empirical equations provide only calculation of a vertical amplitude of ground vibrations and not always with sufficient accuracy.
- The impulse response function prediction method (IRFP) has obvious advantages in predicting time domain ground and structure vibrations prior to the beginning of construction activities.
- Parameters of dynamic sources and soil conditions effect soil and structure vibrations. Various factors such as pile type and length, soil resistance, specific peculiarities of dynamic compaction and blasting should be considered in analysis of vibration effects.
- The preconstruction survey should be made to ensure safety and serviceability of adjacent structures and/or remote structures with sensitive equipment like hospital facilities and offices with precision instruments.
- It is important to assess the dynamic effect before the beginning of construction activities and at the time of construction. Therefore monitoring construction vibrations have to be started prior to the beginning of

construction work at a site and be continued during construction to provide the safety and serviceability of sound and vulnerable structures.

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Vibrations Can Cause Structural Damage

On the Scene E-Newsletter, Edition 139, June 8, 2011



Most people are familiar with natural causes attributed to foundation cracking such as earthquakes, wind, poor soil conditions, freezing and thawing cycles, tree roots, and moisture in the soil. Although vibrations caused by natural causes endanger structures, vibrations caused by man-made efforts may be troublesome as well. Common construction activities such as large equipment traffic, drilling, blasting and soil compaction produce ground vibrations which conceivably damage nearby buildings or homes.

Demolition and new foundation work are common sources of vibrations that can cause an area effect. The tools and methods used in demolition and construction, such as pile drivers, jack hammers, wrecking balls, pavement breakers and rock blasting produce vibrations that may be transmitted to and can result in claims involving:

- exterior cracking of façades
- interior cracking of walls
- roof collapse / structural failure
- pavement & foundation cracking

The underlying issues are often:

- differences in materials where they join
- insufficient or defective materials
- inadequate water management techniques used for drainage or rainwater
- settling of soil
- voids existing within grading of soil
- fasteners may become loose with excessive vibration
- inadequate maintenance
- insect invasion

What can be done to verify how the damage occurred? First, an engineer will examine and evaluate damages to the structure and second, they will evaluate the construction activities. This is accomplished by determining the following:

- if any vibration imparted to the soils, violate the "Peak Particle Velocity" guidelines
- seismograph readings (often taken during time of work/construction)
- whether adjoining structures were evaluated or photographed to measure potential shifts, cracks, settling or uplifting to them
- was the water table evaluated in cases where dewatering would be a necessary construction technique
- evaluate and/or analyze the following:
- type of construction or equipment being utilized
- proximity of damage to location of work being completed
- was blasting close and how large were the explosives
- see/ask if items fell off shelves
- documentation provided by those undertaking the construction
- what are weights of the machinery and vehicles traversing the site
- age of the cracks
- sharpness of the crack edges
- growth of the cracks
- older paint present
- other witness marks
- look for other potential causes of the cracking such as a water leak, blunt force, etc.

As you can see by the above list, evaluating structural damage is not a simple process. CED engineers' training and experience allows them to uncover the extent and cause of structural damages--whether the cause turns out to be nearby construction, storms, or defective materials or techniques. Our engineers understand the methods of vibration measurement and analysis and follow established procedures during testing. Therefore, should you require assistance in structural damage assessment due to suspected vibration, call us at (800) 780-4221 or please visit our website at www.cedtechnologies.com.

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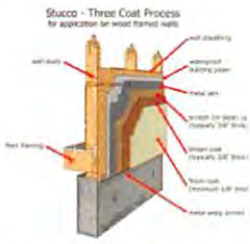

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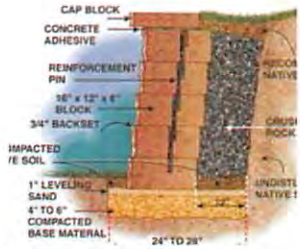

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AUTOMATIC SHEET-PILING SYSTEM FOR ISOLATION BARRIERS AGAINST TRAFFIC-INDUCED GROUND VIBRATIONS

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Abstract: Structural vibrations induced by train traffic have to be damped to increase the quality of life in buildings close to railway tracks. The problem becomes more serious in places, where the propagation speed of Rayleigh surface waves is low due to the low elasticity of the soil. To overcome the problem it has been proposed different vibration isolation barrier constructions, which may be composed of sheet piles, artificial gravel layers and air cushion walls to modify the waves traveling along the ground. Because the barrier lines may be relatively long it has been developed an automatic sheet piling system to make the installation fast and economical.

Keywords : railway foundations, wave barrier, ground vibrations, sheet piling

1. INTRODUCTION

Ground vibrations excited by moving vehicles like cars and trains are disturbances, which reduce the quality of life and working conditions in buildings close to heavily loaded roads and tracks [4]. Architectural damages are also long term consequences of vibrations especially in case of historically valuable buildings. In order to avoid extreme vibration levels, sometimes the maximum train speeds must be limited dramatically in such areas. The problem has been understood to be so serious that new international standards are under preparation work in European Communities for stating limits to acceptable vibration levels. This is an important element leading towards environmentally friendly surface traffic especially in the neighborhood of highly populated urban towns. On the other hand, demands to increase the performance of ground transportation are forcing the expedition and railway companies to use heavy wagons with increasing speeds. It has been observed that higher speeds lead to higher structural and ground responses especially in case of soft soil [3]. Because this development is in conflict with both building protection and environmental requirements it has been initialized research work to find out technical ways to reduce ground vibrations close to railroads. There are two leading strategies in vibration reduction: a) to modify the vibration excitation mechanism b) to modify the vibration response before the waves reach the object to be protected. The design problem is also different when 1) building a completely new railroad or 2) when upgrading an existing one to higher speed class. Because the combinations a1 and a2 are related to the railway foundation design this paper is concentrated to combinations b1 and b2 e.g. to the question of how to damp the wave motion before the object building in case of new or existing railroad. The main elements of this vibratory system are shown in the topology drawing in figure 1.

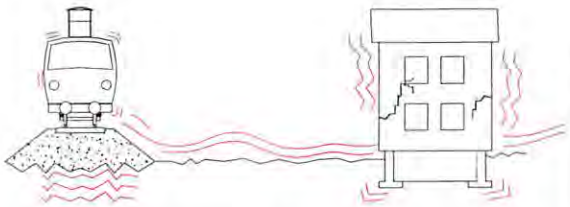

Figure 1. Main elements in train-induced structural vibration problem.

It has been introduced and used both stiff (concrete [1], [2]) and soft (air cushion [7]) ground vibration isolator barriers as well as medium hard (barrier walls [3]) between the vibration source and object. According to the field tests the methods mentioned have been shown to be relatively effective in their primary function and, therefore, it has opened the discussion on how these structural elements could be installed also in a cost-effective way. Costs include in this case all costs related to materials, machinery, brakes in traffic flow, energy consumption and recycling. Because the complete track line length to be isolated may be several kilometers the most economical solution is worth of deep investigation. During this work it has been found a very promising work method, namely excavator-based sheet piling (figure 2, [5]). This method utilizes automatic control to repeat the correct drive line when constructing complete sheet pile walls (figure 3, [6]).

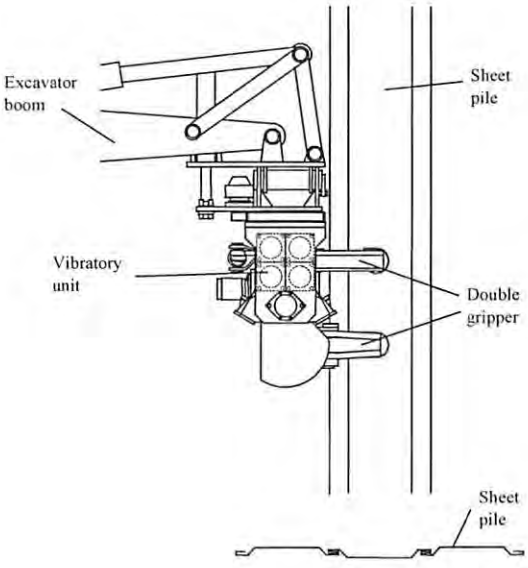

Figure 2. Excavator-mountable sheet-piler with side-gripper [5].

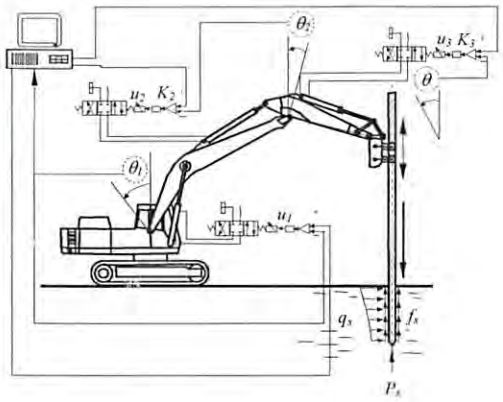

Figure 3. Excavator-based sheet-piler with automatic drive line steering system [6].

In this particular application the potential to use automatic sheet-piling method is exceptionally good for the following reasons:

1. Vibratory sheet piling can be used in soft clay soils only, in which the problem of high wave response also exists.
2. The rail track can be used as a mechanical guiding element to keep the wall-track distance constant.
3. The walls can be temporary or permanent and may be combined flexibly with other foundation materials or elements.
4. The installation method must be fast to minimize the disturbances of traffic flow.

The purpose of this paper is to develop an intelligent work method based on automatic sheet piling to produce different barrier constructions for damping the train-induced waves. The complete work may be divided in to three different subtasks:

1. The development of the barrier construction.
2. The development of the automatic work process.
3. The development of the machine system.

2. BARRIER DEVELOPMENT

Barrier construction may be developed under the condition that the whole work cycle should be carried out with excavator and sheet piler only. This is a limitation in the development but, on the other hand, a good starting point, because similar process has already shown its feasibility in foundation works of buildings [5]. Possible combinations, where sheet pile walls and air cushion layers work together, are shown in figure 4.

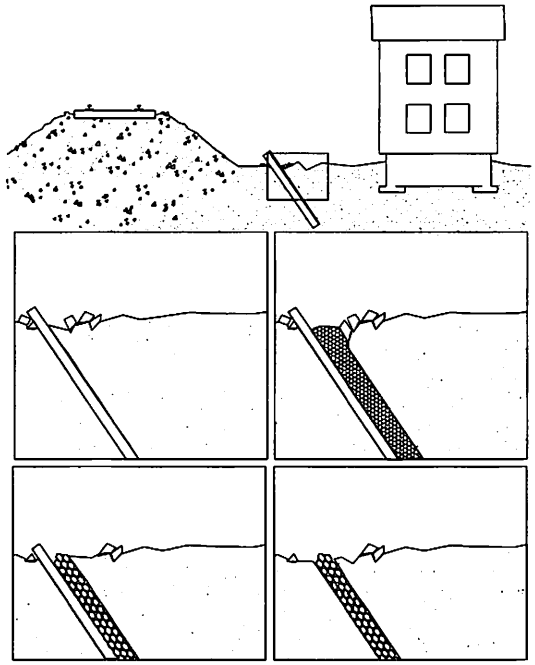

Figure 4. Barrier walls based on different combinations of sheet pile walls and air cushions.

The effectiveness of the barrier may be measured in its ability to modify or damp the surface waves induced by the train motion. In Rayleigh surface waves the particle motion has both horizontal and vertical components [1],[2]. Because the sheet pile wall as a metallic object is very stiff axially, but not in the bending direction, it may cause the following boundary conditions at soil-pile interfaces: Sliding condition in tangential direction and locking condition in normal direction.

Let us consider, for simplicity, the situation as a plane problem of elastic half space of soil material. The field equation may be written with respect to soil displacement vector s

$$\rho \ddot{s} = L(s) \tag{1}$$

where L is the differential operator of elastic forces in soil continuum.

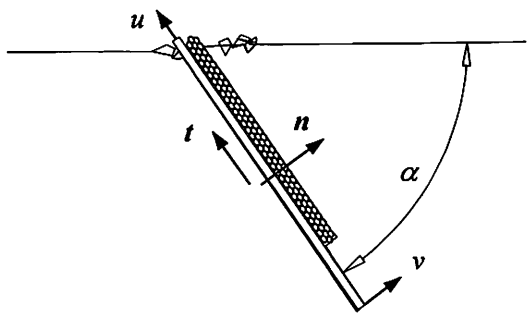

Figure 5. Elements in the dynamic interaction problem between soil, sheet pile wall and isolation layer.

The sheet pile wall is hit in to the soil at a desired angle α (see figure 5) defining the unit vectors for normal n and tangential t directions of the interface. Similarly, the motion components u and v of sheet pile wall in axial and bending directions are governed by wide beam differential equations

$$\rho A \ddot{u} = L_1(u) \tag{2}$$

$$\rho A \ddot{v} = L_2(v) \tag{3}$$

The sliding boundary condition is frictional so that shear stresses winning the adhesion or friction capacity c_a of the interface may lead to sliding condition instead of sticking. If we use notation σ for the stress tensor, this may be written in form

$$n^T \sigma t = sgn(t^T \dot{s} - \dot{u}) c_a \tag{4}$$

for sliding but for sticking condition

$$t^T s = u \tag{5}$$

The locking boundary condition connects the motion of soil particles to the motion of the sheet pile in normal direction

$$n^T s = v \tag{6}$$

If an air cushion bed will be used, it should be installed against the sheet pile wall at the building side, because installing to track side may possibly lead to track settlements later. Boundary condition between the sheet piles and back side soil field is in this case simply an elastic layer condition in momentum form

$$n^T \sigma n = k_n (n^T s - v) \tag{7}$$

$$t^T \sigma n = k_t (t^T s - u) \tag{8}$$

Under these conditions the angular orientation of the sheet pile wall is a very interesting parameter, because the wave profile will be modified significantly. Analysis of the barrier performance may be carried out using finite elements [3]. In FE computations it is possible to model the whole topology and dynamic loads including the track excitation, slopes, barriers, building and the soil field for analyzing how the wave will travel from the source to the foundation of the building.

3. WORK PROCESS DEVELOPMENT

Sheet piling by side-grip is a work process, in which the working cycle typically consists of phases (see figure 6):

1. Off-loading the piles from the lorry.
2. Lifting and transporting the piles to the driving place.

3. Giving to the piles a desired position and orientation.
4. Hitting the piles in to the ground.



Figure 6. Work phases in side-grip piling method.

Conventionally there has been a need of an excavator, a crane and a piler and a number of 3…4 workers to do the job. In contrast to that in Movax side-grip piling method only one operator and one excavator-mounted piler can do the whole work process. This advantage is based on the integration of vibratory and gripper units in one compact device, which can do flexibly all the materials handling, manipulation, positioning, automatic steering and driving tasks required.

Adaptation of side-grip piling method to railway construction applications is relatively straightforward.

The work process could include phases:

1. Using the gripper take the pile from the wagon.
2. Using the positioning system move the pile in desired position and orientation.
3. Using the steering system drive the pile in to the ground
4. Drive the wagon (or excavator) along the track a distance corresponding to the pile width.
5. Repeat phases 1…4 to reach total distance of one air cushion element.
6. Using the quick hitch adapter system replace the piler by the bucket.
7. Using the automatic slope digging mode remove the soil material away to make a space for the air cushion element. Use the excavated soil to fill the previous dig place.
8. Using the bucket lift and install the air cushion element in parallel contact with the sheet pile wall.
9. Replace the bucket by the sheet-piler.
10. If using temporary sheet pile walls drive the pile out from the ground and continue from step 2.
11. If using permanent sheet pile walls start from step1.

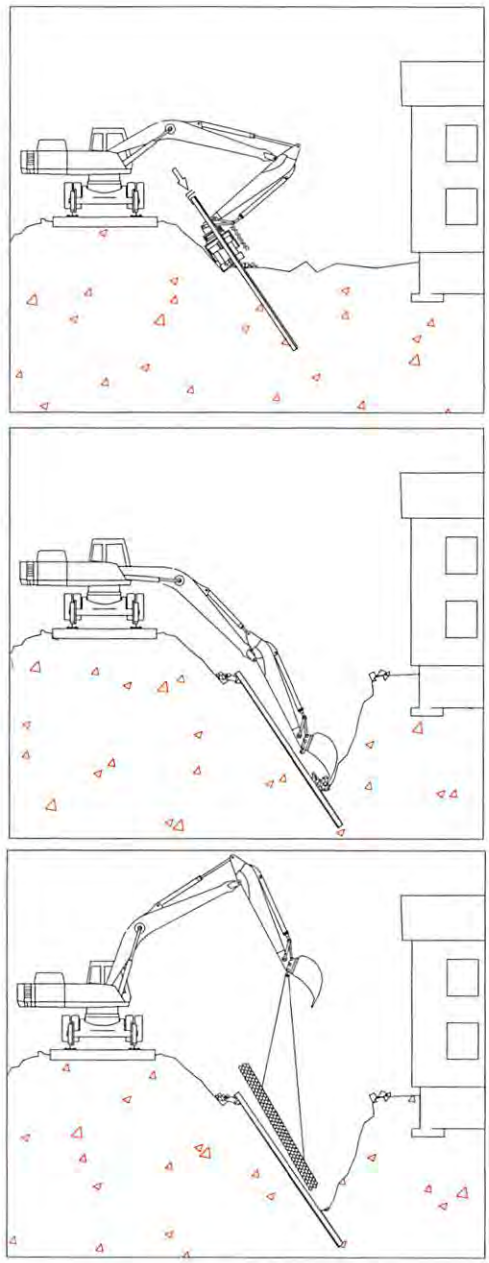

Figure 7. Barrier installation by automatic sheet-piling system.

This kind of work process can be understood as a window traveling slowly along the track. The steps are illustrated as side views in figures 7 and 8.. The process can be continued flexibly so far as the terrain and soil material are suitable for sheet piling.

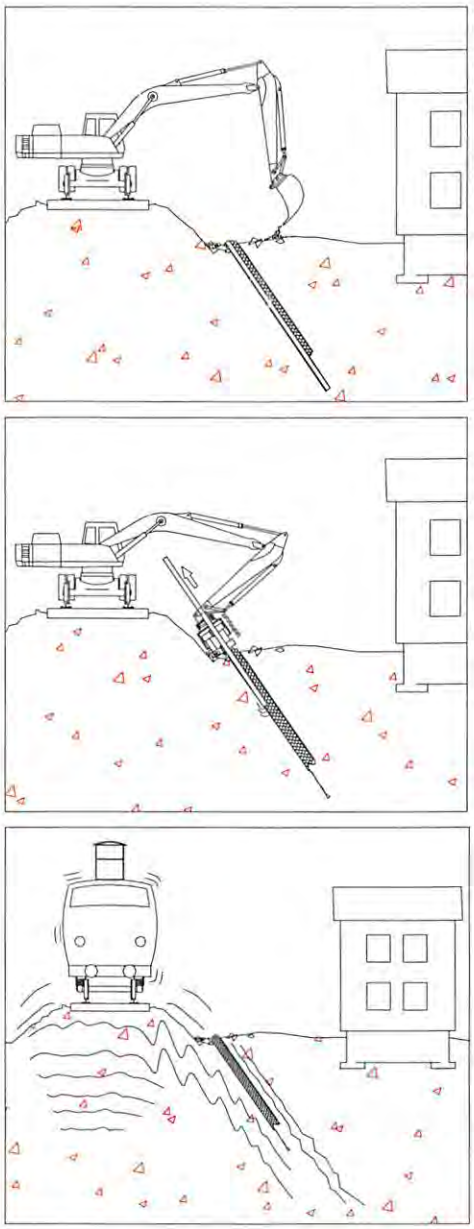

Figure 8. Finishing works in barrier installation.

Work costs in this method are proportional to the earth volumes excavated. This volume may be computed approximately by formula

$$V = \tfrac{1}{2}\alpha L b^2 \qquad (9)$$

where L is the total wall length and b is the depth dimension of the isolation layer in pile direction (see figure 9).

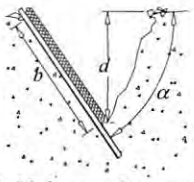

Figure 9. Volume of excavated soil.

As the barrier performance in damping the wave motion is depending on the vertical depth

$$d = b\sin\alpha \qquad (10)$$

one has to compromise between the work costs and barrier effectiveness.

4. SYSTEM DEVELOPMENT

Movax piler has been originally developed for an optionally accessory to an hydraulic excavator. The device can be mounted also to other booms, which have the standard bucket interface. On the other hand, there is available track wheels for excavators also so that the along track mobility of the boom can be solved easily (see figure 10a).

Main advantages of the use of excavator are of course the best suitability for digging and piling works but a wagon is still needed for transporting the piles to the place where the current working window is. Another problem is to find a platform, where to keep the bucket or piler when the other tool is in usage and the other one has to be temporarily stored to wait for the next working step.

Railway companies have also mobile maintenance wagons with their own power source for driving purposes. Another Diesel driven hydraulic power unit could be added to the wagon and its power supply could be used for the boom and pile driving. This machine lay-out is drawn in figure 10b.

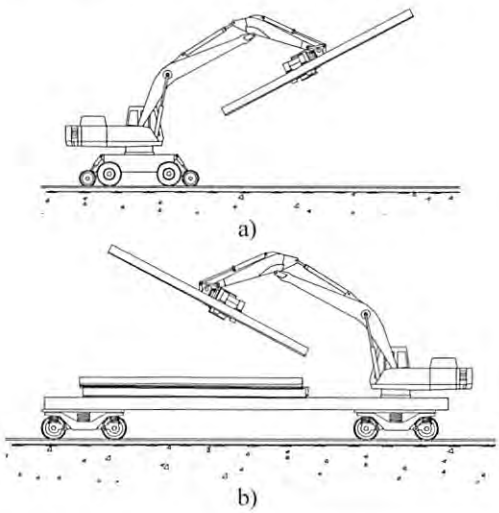

Figure 10. a) An excavator moving on railway track and b) wagon-based digging and sheet piling system.

The main elements in the automation system are the upper level supervising system, the boom steering system, pile driving system and the vehicle driving system.

The upper level supervising system communicates with the human operator for reporting the system state and asking permissions to continue with the next phase. One important element in this task is a monitoring system that makes diagnosis of disturbances observed in individual work phases in the complete work cycle.

The boom-controlling system fully utilizes the earlier development work, in which the bucket pin of the boom tracks a desired trajectory in a desired inclination angle. In this particular case the system has to steer the pile to follow straight line in a given orientation angle. Boom motion is controlled by means of inverse kinematic algorithm based on boom position measuring by gravitational angular sensors. Initial positioning can be done semi-automatically so that the drive line and piler orientation will be found automatically but the axial positioning will be done manually. To guarantee that the relative position of the gripper and the pile will remain constant pile after pile the grip has to be taken from a known reference place before the steering. After each pile the excavator or the wagon has to be moved along the track a displacement same as the pile width.

Boom controller can be used also in the digging work so that the bucket motion follows the surface of the building side of the sheet pile wall. This makes a significant time saving in digging.

During the pile driving the upper level controller unit has to monitor the penetration speed giving also a diagnosis of possibly found hard obstacles that prevent the pile to penetrate. Existence of large stones is of course a weakness in the whole method.

Based on earlier experiences of the piler steering in foundation works, the possibilities to fully robotize the complete work process are relatively poor, because the work object and the work space are not so precisely known as in industrial applications. So, a realistic step of the development of this barrier wall installation system could be a human-assisted system that better fits to this partly unstructured work environment. Human operator could control the changes between the work phases and also fine adjust the local positioning tasks while within each task the lower level controller could work automatically.

5. CONCLUSIONS

The problem to find out a low-cost method to install barrier walls against train-induced ground vibrations has been under investigation. The purpose is to isolate buildings from the traveling Rayleigh surface waves. This usually happens when the soil consists of soft layers of clay. Such places are locating very often in coastal places, where the soil originates from the sea bottom sediments or erosion sludge conveyed by rivers. One promising work method is sheet-piling, in which case the barrier has to be composed of sheet-pile wall with soft isolation layer at its building side. The purpose of the wall is to reduce the amount of soil masses to be removed and also to support the isolation layer. Isolation material could be air cushion or granular material like artificial gravel. The installation work can be carried out by computer controlled boom system, which allows drive the pile wall in prescribed inclination angle. The boom is equipped with an integrated gripper-driver unit and may belong to an excavator with track wheels or it may be mounted on a customized wagon. By changing cyclically the bucket and sheet piler, the work process can run in piling-digging-layering-filling phases semi-automatically, where the operator assists changes from one internally automatic task to a next one.

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Nancy Surenkuff	Edward H. Herlihy
Adele Celli	Maureen Matherson
Ron Celli	Charlene Trout

CITY OF
SEBASTIAN
HOME OF PELICAN ISLAND

ALL ABOARD FLORIDA
OPEN HOUSE
WEDNESDAY, OCTOBER 15, 2014

SIGN-IN SHEET

Peter M. Icart	Susan Olson
Sam Baita-SRN	Chelle Woods MHOA
[illegible]	Joel L. Tallant SR
Andrea Ring	Roseman Neidich
Anna Scott	[illegible]
Sally Oles	Jill Grimaldi
Joanne White	Richard [illegible]
[illegible]	C V Geesey
Anthony F Anonziato	Adam H. Geesey
Shirley Hall	Stephen [illegible]
Karen Chrishansen	Sarasvati Rose
Lisanne Robinson	Durga Das Hutner
[illegible]	[illegible]
Cheryl Doyle	Tim Glover
Sally A. Maio	Charles [illegible]

CITY OF
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HOME OF PELICAN ISLAND

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WEDNESDAY, OCTOBER 15, 2014

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SEBASTIAN
HOME OF PELICAN ISLAND

ALL ABOARD FLORIDA
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WEDNESDAY, OCTOBER 15, 2014

SIGN-IN SHEET

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: FRANCIS P. PELANO Date: 11-5-14

Address 6240 E. MIRROR LAKE DR. #301 SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___ Positively
___ Negatively
___ No or minimal impact

Open Comment: INCREASED NOISE - DELAYS AT CROSSINGS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___ Strongly support All Aboard Florida
___ Moderately support All Aboard Florida
___ Neither support or oppose All Aboard Florida
___ Strongly oppose All Aboard Florida
___ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___ Access to a passenger rail stop in Indian River County
___ Increased safety measures along the tracks
___ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___ This increase will have a negative impact
___ This increase will have a moderately negative impact
___ This increase will have no impact
___ This increase will have a moderately positive impact
___ This increase will have a high positive impact
___ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: DO NOT USE FECRR TRACKS CONSTRUCT NEW TRACKS INLAND

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment: N/A

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: CHRISTINE CELAND Date: 11-5-14

Address 6240 E. MIRROR LAKE DR #301 SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
___No or minimal impact

Open Comment: ADDITIONAL TRAIN NOISE AND BACKUPS ON ROUTE 1 AND CROSSINGS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below DECREASE IN THE NUMBER OF TRAINS

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__/__Noise from moving trains
__/__Noise from train horns or stationary crossing horns
__/__Vehicle and pedestrian safety issues
__/__Length of time it takes for the trains to pass through a street crossing
__/__Emergency services access
__/__Negative impact on our eco-system
__/__Negative impact on structures
__/__Local ability to deal with potential rail accidents
__/__Vibration
__/__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: MARK G LUND Date: 10/15/14

Address 1053 LOUISIANA AVENUE SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment: (NO FENCING OR BARRIER ALONG TRACKS + BEHIND PEOPLES HOMES. MORE FREIGHT CARS DOUBLE STACKED / MORE NOISE MORE HORNS, MORE VIBRATION AND DESTRUCTION OF OUR HOMES + PROPERTY, MORE AIR HORNS BLASTING, GOING FASTER,

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment: "ALL ABOUT FREIGHT."

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__*__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__*__Increased safety measures along the tracks
__*__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
ANTI-VIBRATION PADS BETWEEN STEEL RAILS AND CONCRETE/STEEL BEAM SUPPORTS.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__*__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
TOO MANY ALREADY. ESPECIALLY EARLY IN THE MORNING - 4:30 AM - TILL 9AM. LOUD ONES.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- X Other: DE-RAILMENT OF CARS / LOSS OF HOMES AND LIVES

Open Comment:
TOO CLOSE TO THE BACK OF MY GRAND KIDS HOUSE. I GARAGE IS WHERE THEY ARE PUTTING SECOND RAIL.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
THEY NEED TO RENAME IT "ALL ABOUT FREIGHT" NOT ALL ABOARD FLORIDA

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
ONLY TO SAY THAT IS WHY CAPE CANAVERAL NOW HAS A HUGE SHIP CONTAINER UNLOAD FACILITY ALONG WITH MIAMI, BOTH WITH RAIL CONNECTION TO HAUL HUNDREDS OR THOUSANDS OF CONTAINERS A YEAR!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment:
ITS TOO LOUD ALREADY, IF I AM IN THE FRONT YARD NOW AND THE TRAIN IS GOING BY I HAVE TO STOP TALKING TO MY PHONE + FRIENDS AS IT IS GOING BYE BECAUSE ITS SO LOUD YOU CAN NOT HEAR A WORD ANYONE IS SAYING. EVEN IF THEY ARE STANDING RIGHT NEXT TO YOU!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Jim & Grace Savage Date: 10·16·2014

Address 204 Hunt Ct Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:
We live about 1 ½ miles from track and hear not just the horn but also rumble. It will disrupt the peaceful nature of where we live without any benefit to Sebastian at all.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
No support unless they move track. A small group of hedge fund investors should not benefit at the expense of the safety & peace of mind of ~ 600,000 people

3: My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
High Speed rail is an idea whose time has come, but the tracks should be located West of town.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: I

They will run mile & half long double decker trains, freight & passenger through our quiet town. 32 times a day blocking traffic, emergency vehicles, & police from reaching their destinations in a timely manner

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

This project negatively impacts Sebastian in every way. So much for the sleepy fishing Village.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

~~Further~~ It is hard to believe that they will have enough passengers to fill all those trains.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

The real issue in this project is freight. Long speeding freight trains. How will they stop in time if there is a safety issue?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

At the Sebastian meeting scheduled for Oct 15th all the train crossings in Sebastian were closed, preventing traffic & police from getting across. It prevented people from getting to the meeting, but it was also indicative of what could happen. The crossings were blocked for at least an hour & 1/2. How safe is that?

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NANCY JURENTKUFF Date: 10-15-14 772-581-1999

Address 105 Duban St, Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment:
I can hear all the trains from my house and will have to wait at train crossings numerous times to get anywhere from where I live.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Nothing is positive about it

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:
Decrease property value.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

203 695-1459 jcolbylove@sbcglobal.net

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NED LOVE Date: Oct. 15, 2014

Address 657 Albatross Terrace Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

Noise, vibrations for people close to tracks - Safety for pedestrians + autos + police All emergency services will be hindered

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

Sebastian wants to stay a small town - Eventually you may have a stop in Indian River County - We want homeowners here, not people from South Florida

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Absolutely NO level of support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
Totally unfair to residents that live nearby tracks - their property value will decrease

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Railroad may buy their houses, but they will be worth nothing these hard working people will not be able to afford to stay + relocate in Sebastian

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Safety is paramount - Children on school buses will be delayed - Ambulances + police will not be able to answer emergency calls
Wildlife that we treasure will not wander freely

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:
Visitors will not want to be sitting on roads watching trains go buy - Business will suffer because people will avoid going over tracks - Will take alternate routes.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Mari Ogimachi Date: Oct. 22, 2014

Address 106 Amherst Lane, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_X_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_X_Access to a passenger rail stop in Indian River County
_X_Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Overpasses
change location to run alongside Highway 95 which I know they don't own but wish they did.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ____ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
Quality of life will be lessened. Property values could drop.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
don't do it. At least not on the proposed rail.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
It will be more stressful living here. The tranquility of the area will be lessened.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Lisanne Robinson Date: 10-15-14

Address 1125 US Hwy 1 581-2076 lisannemuniz@yahoo.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact
Open Comment: Have historic buildings that need to be protected Will lose my vacation rental w/ 400 sq ft home

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
If it goes to the turnpike

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Of course they are

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JoAnne White Date: 10-25-14

Address 449 Easy St Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively

X Negatively

___No or minimal impact

Open Comment: I dread the day that my house burns down or I or a family member can't get to the hospital in time waiting for a train. More trains increase the danger.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida

___Moderately support All Aboard Florida

___Neither support or oppose All Aboard Florida

X Strongly oppose All Aboard Florida

___Do not have enough information about this project to have a position

Open Comment: No Support

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

___Access to a passenger rail stop in Indian River County

___Increased safety measures along the tracks

___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

No support in any way.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact

___This increase will have a moderately negative impact

___This increase will have no impact

___This increase will have a moderately positive impact

___This increase will have a high positive impact

___I do not have enough information about the projected number of trains to have an opinion

Open Comment:
How can the increase in rail cars be any kind of positive impact?

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
I have many times had to wait to cross the tracks for running trains and had to find alternative ways to cross when trains have stopped / signals don't work!

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I really feel that our comments are just for PR and this is a done deal. Sad for my feelings toward state government and real public input. I will be contacting all our state reps — Are any of them for this rail?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
No freight car numbers will increase why add passenger cars when we along the rail route can't even use it?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
Real Estate agent - Who wants to live in a fishing village where the train traffic is a negative point so where you live?

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Rich MEIKLEJOHN Date: 10-28-14

Address 1042 W LAKE VIEW DR SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
___No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_✓_Access to a passenger rail stop in Indian River County
_✓_Increased safety measures along the tracks
_✓_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: IF I HAD A VOTE IT WOULD BE "NO"

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Carol Pettice Date: 10/28/14

Address 2013 E. Lakeview Dr. Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:
Can see no benefit!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ____ Vehicle and pedestrian safety issues
- ____ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:
buildings close to tracks may be harmed-

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
The cost to ride will make it financially unsuccessful. Can't imagine who will need to ride it. That's a lot of trains. Who is going to use it?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
Increased freight trains would be horrible for our neighborhood where the houses are close to the tracks.
Use the tracks in the middle of the state

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Barry J. Bulson Date: 10/28/2014

Address 2323 Kelly Dr. Sebastian FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- ____ Emergency services access
- X Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ____ Vibration
- X General quality of life
- ____ Other: _____

Open Comment:
Traffic slowed all to often at crossings / noisy / smelly
→ Put the freight in the middle of the state

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
See Above

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Norma Hudson Date: 10/28/2014

Address 4003 Shannon Ct Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ___ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ___ Length of time it takes for the trains to pass through a street crossing
- ___ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: _____

Open Comment:
Why not put tracks along I-95 or Florida Turnpike? Sounds much more logical!!

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Traces will deteriorate - How can they support all this traffic?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Traffic, Noise Level!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Betty Mastiford Date: 10/28/14

Address 1985 E. Lakeview Dr, Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment: noise, vibration, road closure over tracks to Rt 1

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✗__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✗__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: It may disturb disturb protected animals.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:
Traffic will back up & cross over Rt 1 blocking it.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
It won't be financially successful. The cost to ride will probably equal the cost of driving. The time is the same.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
They will deteriorate the rail bed + accidents may occur spilling dangerous chemicals. move them to west of I-95 or middle of State.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: LILLIAN RANDALL Date: 25-

Address 7114 E. LAKEVIEW Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negative
____No or minimal impact

Open Comment:
DEFINITLY AGAINST Cit will ruin what we have enjoy

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
NERTS

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
NO SUPPORT !!!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
__✓__Negative impact on our eco-system
__✓__Negative impact on structures
__✓__Local ability to deal with potential rail accidents
__✓__Vibration
__✓__General quality of life
____Other: _____

Open Comment:
WILL RUIN OUR WAY OF LIFE (NOT JUST US BUT MANY MANY OTHERS ALONG THE WATERWAY

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
WHY CAN'T THIS BE DONE MORE INLAND WHERE THERE IS MUCH OPEN TERRITORY

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO COMMENT OTHER THAN I'm VERY MUCH AGAINTS IT

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
Why can't this whole mess be done for into open land along the west of town SENSIBLY

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MICHAEL GABRIEL Date: 10/28/14

Address 1995 E. LAKEVIEW DR.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
NOISE - DISRUPTION OF TRAFFIC.
POLLUTION

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: RICHARD G. RATH Date: 10/28/14

Address 1145 W. LAKEVIEW DR.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

__X__Negatively NOISE DELAYS SAFETY ENVIRONMENT LAND VALUES DEPRECIATE

____No or minimal impact

Open Comment:

UNBELIEVABLY BAD IDEA - THAT BENEFITS ONLY BUSINESSES IN ORLANDO & MIAMI - NO BENEFITS WHATSOEVER TO RESIDENTS OF COUNTIES IN BETWEEN

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

__✓__Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment:

THE POLITICAL CARDS ARE STACKED AGAINST ALL WHO OPPOSE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

NONE – NOTHING - THERE IS NOTHING POSITIVE ABOUT ABF • (EXCEPT GETTING PEOPLE BACK & FORTH TO BUSINESSES IN ORLANDO AND TO A LESSER DEGREE MIAMI).

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county? ← EXTREMELY

__✓__This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: NEGATIVE IMPACT OF LAND & REAL ESTATE VALUES

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

THERE NO, NONE NADA POSITIVE THINGS ABOUT THE ABF PROPOSAL

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

AS BAD AN IDEA AS 110 MPH PASSENGER TRAINS — EXCEPT MUCH NOISIER —

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MICHAEL ADLER Date: 10/28/14

Address 2605 KELLY DRIVE SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
____No or minimal impact

Open Comment:
GOOD AT NORTH END, GOOD AT SOUTH ISLAND BAD FOR EVERYONE IN BETWEEN

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
___✓Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
UNFORTUNATELY ACCIDENTS FREQUENCY WILL INCREASE: (CARS/VEHICLES, TRAIN/VEHICLES)

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___✓Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
___✓Increased safety measures along the tracks
_✓_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
DEFINES "QUIET ZONES ENGINEERING" "SAFETY MEASURES"

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___✓This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
NEGATIVE IMPACT ON OUR PROPERTY VALUES!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
__✓__General quality of life
____Other: _____

Open Comment:
ACCESS TO MEDICAL EMERGENCIES. ALL MEDICAL SERVICES, HOSPITALS ETC ARE EAST OF RR TRACKS, ~~WHERE~~ WE ARE WEST

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
SEE BELOW

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
→ NEGATIVE RE ANY INCREASE IN TRAFFIC + RESULTING TRAFFIC DELAYS AT CROSSING

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Cheryl Orth Date: 10-28-14

Address 3008 N. Derry Dr Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
We have heart/stroke health issues that could be greatly impacted by a train when emergency time response is crucial.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
My support is zero, zilch, NADA!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
None of the above will alleviate the disruption to the peaceful environment we moved to 6 months ago.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
How can this be any thing but BAD.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I believe it should be along I 95 - NOT impacting so many residential communities - especially when there are NO benefits.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
STOP them too! Put all of the trains along I 95.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
Visitors can't get to us in a quick/safe/quiet manner.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name:_____ Date: 10/28/14

Address_____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
Increased time that gates are down cause more traffic delays. More noise, vibrations

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__x__ Noise from moving trains
__x__ Noise from train horns or stationary crossing horns
__x__ Vehicle and pedestrian safety issues
__x__ Length of time it takes for the trains to pass through a street crossing
__x__ Emergency services access
__x__ Negative impact on our eco-system
__x__ Negative impact on structures
__x__ Local ability to deal with potential rail accidents
__x__ Vibration
__x__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Why no stops along the Treasure Coast?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__x__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Jacqueline Hill Date: October 18, 2014

Address 596 Metalmark Way, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail servic County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

---

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:
City, County, State, and Federal taxes should not support this program to start, to maintain, or to clean up any problems.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__ Access to a passenger rail stop in Indian River County
__X__ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
Do not believe Sebastian residents will receive any benefits and, therefore, should not incur any associated costs related to installation, maintenance, +/or correction of problems.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Additional noise, Wait times at crossings, more potential for accident + more ~~possibility~~ potential for environmental damage

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment:
Crossing ~~by~~ new Portland-Rte 1 is dark + poorly lit at night, and even with arms down now + lights, it is difficult to see.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
Hospital is close by + many elders live in nearby residences, including large Collier Club subdivision with approximately 456 lots, with about 375 homes built.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment Danger for Rail accidents to community members + inability of community to Respond appropriately and without fiscal liability is too great. I own a camp in Maine and Farmington, ME (nearby town) is sister community of Lac Megantic Quebec, + Farmington (+ other ME ~~fire fighters~~ Responded to that town's 7/6/13 rail derailment, when 42 were confirmed dead + 4 others were presumed dead with huge amounts of property damage. Freight trains can derail and do carry unsafe products.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:
Sebastian relies on tourism, and additional freight trains and high speed All Aboard Trains will not benefit the bucolic fishing community feeling of Sebastian.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: DENNIS McNUITY Date: 10/18/14

Address 1125 LANDSDOWNE DR SEBASTIAN FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
DELAYS IN CROSSING TRACKS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
UNNECESSARY! DOOMED TO FAIL JUST LIKE ALL OTHER PASSENGER TRAINS

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
NOTHING YOU CAN DO EXCEPT LOCATE TRACKS CLOSER TO I95

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
____ Noise from train horns or stationary crossing horns
____ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
____ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Dirk Lahann Date: 11·6·14

Address 673 Vocelle Ave.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Delays at R.R. crossings are already creating congestion and the flood of cars upon gates opening take a long time to cycle through nearby traffic lights (intersections).

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
In my opinion people will book flights to Mia, WPB, or Orlando and not need a train. &/or renting a car gives more flexability.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Idle traffic at crossings will result in choking exhaust fumes and cause loss of productivity. There are environmental + financial burdens.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [ ] Vibration
- [x] General quality of life
- [x] Other: Property values will decrease.

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
The cargo/shipping companies should unload at ports nearest to the cargos final destination. We should not be burdened with the greed of the Port of Miami + Port Everglades!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
There aren't many people who enjoy the screeching of metal on metal. Instead of vacationing in Sebastian people will find a quieter place and locals will also feel the need to "get away" from the incessant noise.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Katherine Thomas Date: 11/5/14

Address 28 Forest Park Dr. Vero Beach FL 32962

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Noise, increased taxes (local) for abatement - No local benefit

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Nothing is going to help with railroad crossings & number of times they are closed

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Traffic, Noise, Emergency traffic, taxes for local noise abatement.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

We don't want this increased train traffic!!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name:_____ Date:_____

Address_____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negative
____No or minimal impact
Open Comment:
I LIVE IN WEST VERO - I WILL AVOID ALL RR CROSSINGS – BUSINESSES WILL SUFFER AND CLOSE

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
LOCATE WEST OF TOWNS LIKE I-95 WAS FORCED TO DO YRS AGO

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
__X__Vibration
__X__General quality of life
____Other: _____

Open Comment:
TIME WASTED IN CARS LINEUP

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Sharon Knowles Date: Nov. 5, 2014

Address 130 Chinaberry Ln. VB

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

X Negatively

____No or minimal impact

Open Comment:

Trains will bisect our town, will hamper access to hospital, will increase noise will increase accidents will have ONLY Neg. impact on our County, is being "railroaded" through.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

X Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment: totally There is insufficient evidence of passenger support for this AAF project. It seems clear there is another agenda driving this project.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Only relocation of the planned route. Have them Go west of 95.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact Strongly

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
So 52 daily trains by 2016 alone?!? That's more than 2 per hour 24 hours a day!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
X Length of time it takes for the trains to pass through a street crossing
X Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
X General quality of life
____Other: _____

Open Comment:
East-West traffic would have major traffic jams affecting US 1 North-South traffic also.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I am not typically an activist in these issues, but I am ADAMANTLY opposed to this plan and feel it is unsalvageable.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
See top of page. Take 52 and increase ~~by~~ freight by 30% annually

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
X Negatively
____No or minimal impact

Open Comment:
Employees driving from west of track would be continually delayed going both ways.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: SUSAN RAINEY Date: 11/5/14

Address 5130 21st St SW Vero Beach, FL 32968

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

Noise, safety, time spent at train stops.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Take the train to center of state away from our small communities on the beach

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
____ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
__X__ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Passenger trains always lose money. [redacted] This is about profit from freight.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Laurie Trippet Date: 11-5-14

Address _____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:
Cause waiting + dangerous crossings 4 times a week. Vibration + noise near home.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- BIG Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- General quality of life
- Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

1- They are trying to short cut the phases and there are no benefits for our area! The accident potential is greatly increased.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- Positively
- ✓ Negatively
- No or minimal impact

Open Comment:

This project will effect the every day Quality of Life: noise, vibration, environment, pace of life, and effect on nature!!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Gay Bain Date: 10/5/14

Address 600 Beach Rd. #138 Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

__X__Negatively

____No or minimal impact

Open Comment:

It will turn a quiet resort town into an area totally unappealing to tourists and to its citizens. Watch out for freight traffic to increase exponentially.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

__X__Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Want it moved to middle of the state.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I resent a private corporation having the power to go against the will of the people.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Again, this is nothing but profit for a private company and it will be a worsening situation with time.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NANCY STOCKER Date: 11-5-14

Address OAK HARBOR, VERO BEACH 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
getting to appointments and around town.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
feel it is a high-speed FREIGHT train, rather than a "passenger train"

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below.
I will never support the high-speed railroad. If it goes through towns, & it is west of the Turnpike I would support it.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: It will delay all appointments and meetings.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Harmful to wildlife – migrating birds, etc.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment: Terrible build-up of emergency vehicles

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: BOB HARKINS Date: 11/5/14

Address 662 LAYPORT DRIVE, SEBASTIAN 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
SAFETY PRIMARILY, CAN'T UNDER STAND WHY REAL HIGH SPEED ISN'T CONSIDERED ON RTE 95

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
YOU HAVE AN ALTERNATIVE ON CSX

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
BUT MAINLY A 10-15 YEAR PLAN ON 95 ALONG WITH FREIGHT

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
EVRYTHING SHOULD BE MOVED TO FED. HIGHWAY SYSTEM

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues ***
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access **
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: WRONG FUEL, SHOLD BE ELECTRIC LIKE REAL HIGH SPEED RAIL

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
WOULD HELP COMMITTEE ON ALTERNATIVES

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
SHOLD URGOCIATE BETWEEN FED & PRIVATE ON ALTERNATE RTE OF 95

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MALCOLM SANDERSON Date: 11/5/14

Address 5780 MAGNOLIA LN, VERO 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
NOISE WILL IMPACT MY HOME & REDUCE EMERGENCY RESPONSE VEHICLES

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: RICHARD KRUTT Date: 11/5/14

Address 8816 LAKESIDE CIRCLE VERO BEACH FLA 32963

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
MOVE THE TRACKS AWAY FROM POPULATED AREAS ON THE TREASURE COAST

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: FATALITIES ALONG THE TRACKS

Open Comment:
HIGH SPEED TRAINS THROUGH HIGHLY POPULATED AREAS AT GROUND LEVEL IS IRRESPONSIBLE AND UNETHICAL

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
PLEASE DO NOT CALIFORNICATE FLORIDA!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
MADNESS - THIS WHOLE BUSINESS ALL ABOARD & FREIGHT TRAFFIC DESTROYS THE LIVING ON OVER 200 MILES OF TOWNS & HUNDER THOUSANDS OF PEOPLE.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Don Leet Date: Nov 6 2014

Address 668 Gay Ave Sebastian F 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
Under crossings are not smart
Do we want raised crossing not smart

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
How long will crossing be closed
Look at Future Passenge need - Freight needs
Central Fl with spurs to major cities

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

No Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
No Access to a passenger rail stop in Indian River County
P. Increased safety measures along the tracks
Yes No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Develop a central rail system with spurs to major cities now as they develop

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- * ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Be real develop rail in central Fl

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: REBECCA LEPAK Date: NOV. 5, 2014

Address 90 CROOKED TREE LN #207 VERO BEACH 32962

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:
NOISE, TRAFFIC SAFETY, BUSINESS LOST

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
THERE IS NOT ONE BENIFIT FOR THE PEOPLE OF INDIAN RIVER CO.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
NO WAY WOULD I AGREE TO THAT MANY TRAINS AT THAT SPEED

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

EVERY SOURCE OF INVESTMENT INCOME SHOULD BE DISCLOSED BY ALL ABOARD FL, ALSO WHO ARE THEIR INVESTORS AND HOW MUCH MONEY THEY HAVE SPENT LOBBYING STATE REPS.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Denise McCabe Date:

Address Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
The track runs close to my home/subdivision. It will ~~disrupt~~ disrupt traffic, be noisy & dangerous

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: Cost of maintenance on a local road

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
A sham & a ruse for more freight traffic from Panama Canal.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Noise/vibration/safety/inconvenience
No good - no upside, only downside

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Diana Lane Date: 10-18-14

Address 902 Thrush Cir. SFB 32976

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
Cannot support at all – if it is not going to stop in Sebastian or Barefoot Bay

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

___Noise from moving trains
___Noise from train horns or stationary crossing horns
___Vehicle and pedestrian safety issues
___Length of time it takes for the trains to pass through a street crossing
___Emergency services access
___Negative impact on our eco-system
___Negative impact on structures
___Local ability to deal with potential rail accidents
___Vibration
___General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
___Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JUDITH STEPHENS Date: 11/5/14

Address 4580 Bridgepointe Way #160

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
I live ½ block from the tracks so: noise, inconvenience, cost, loss of property values, higher taxes for maintenance, etc.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I don't see any benefit to Indian River Co. and none to me and my finances personally.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
If there were a stop in IRC directly from/to Orlando airport, that would be the only occasional benefit to me.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: GARY McCABE Date: 11/5/14

Address 4585 BRIDGE POINTE WAY #163, VERO BEACH 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

✓ Negatively

____No or minimal impact

Open Comment: DEGRADATION of OUR PERSONAL QUALITY of LIFE DAY TODAY, AVG. 2+ TRAINS/HR. TO INTERFERE WITH EMERGENCY VEHICLES – CUTS CITY IN HALF, NOISE/VIBRATIONS of TRAIN TRAFFIC, SAFTY of PEOPLE/WILD LIFE ALONG R/T of WAY AND CROSSINGS, COST THROUGH TAXES of UPKEEP of CROSSINGS – INFRASTRUCTURE, Cost of Bailout/Subsidies WHEN UNPROFITABILITY BECOMES REALITY; DROP IN PROPERTY VALUES AS PERSONAL FINANCIAL LOSS of HOMESTEAD IN PROXIMITY to RAILS.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

✓ Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment:

WE ARE NEGATIVELY IMPACTED by ALL ABOVE FACTORS WITH NOTHING POSITIVE to SHOW FOR IT.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

NONE of THE ABOVE RESOLVES THE MOST SIGNIFICANT NEGATIVE IMPACTS of THE PLANNED PROPOSED PROJECT. JUST AS I-95 WAS CONSTRUCTED TO THE WEST of POPULUS AREAS, AAF, WEST PALM to ORLANDO NEEDS to BUILD WEST of TREASURE COAST.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: Cost of maintaining crossings, loss of property value close to tracks

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

My information is that other High Spd Rail lines in Europe, Japan, N.E. U.S., & newly planned Texas line do not trains through successive towns/cities with many crossings — they stay rural.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

If/when our homestead goes on the market for sale, it's in print that the worth of our property will be negatively affected "10%–20%" due to proximity to AAF High Speed Tracks.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Cheryl Chester Date: 11-5-14

Address 4116 Abington Woods Circle
Vero Beach, FL 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
The vibrations from the train, the noise, the lack of employment will adversely affect Vero Beach.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
The ultimate purpose of this project is to increase profits of the stakeholders - without give back to communities effected.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
But this is not worth the effort.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [X] Other: There is NO benefit to Vero Beach

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

The railroad should go through the middle of the state where the population is scarcer.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment There are other alternatives to move freight

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

My house value will plummet more than it has.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JANE SCHNEE Date: 11/5/14

Address 1022 Foster Rd - Apt. A, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
I live 2 blocks from Tracks (noise, vibration!). Our wildlife will be endangered particularly in North Sebastian Conservation Area (scrub jays, Gopher Tortoises, etc cross tracks)

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
X Other? State below
Build it West, along I-95

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
__X__ Other: Animals, Birds, Manatees, Dolphins, Gopher Tortoises, etc.

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Sally Westphalen Date: 11/5/14

Address 7424 Willow Wood Ln, VB 32966

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment: travel from Rte 95 to Rte A1A will be negatively affected.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below: nothing will change my negative attitude

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
__✓__Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Don't let it happen -

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Don't ever let it happen

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Virginia Miller Date: 10-5-14

Address 3745 9th place Vero Beach Fl 32960

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____ Negatively
____ No or minimal impact

Open Comment:
My doctors and My hospital are East of the tracks as an 81 yr old senior I could die in the Ambulance

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
Very Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
2 Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
This is very important issue please listen to the public cry !!

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Why would we want a high speed train passing through not offering transportation to 90 % of the public affected

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
I believe the main reason we are having this problem is to accomodate the freight trains

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Gisela Lahann Date: 11/05/2014

Address P.O. Box 780158, SEBASTIAN, FL 32978

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
_____ Negatively
_____ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

_____ Strongly support All Aboard Florida
_____ Moderately support All Aboard Florida
_____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
_____ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_____ Access to a passenger rail stop in Indian River County
_____ Increased safety measures along the tracks
_____ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

None of the above. Just don't want the train through our town

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__ This increase will have a negative impact
_____ This increase will have a moderately negative impact
_____ This increase will have no impact
_____ This increase will have a moderately positive impact
_____ This increase will have a high positive impact
_____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Too many to list here.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment It will kill our way of life.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Elenore Carlson Date: 10/18/14

Address 109 Midvale Ter, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_X_Negatively
___No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
_X_Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment We have enough trains now We do not need anymore

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: GEORGE FRIEDEL Date: 10/28/14

Address 1015 W. LAKEVIEW DRIVE

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
NOISE - DELAY AT CROSSING - 3 TRACKS CLOSER TO BUILDINGS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
RIGHT OF WAY MOVED WEST TO FARM & RANCH AREA

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [X] Other: OVER PRESSURE FROM 100 MPH - NOT ADDRESSED THAT I KNOW OF.

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
THE TWO ARE LINKED - THE COMMUNITIES IMPACTED SHOULD BAND TOGETHER TO SUE TO STOP IT

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Elizabeth Kubsch Date: 11/28/2014

Address 4001 Shannon Ct Sebastian Fl 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment: My Community is just on the West side of tracks not good for Environment

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Jim Kubsch Date: 10/28/14

Address 4001 Shadow Ct Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
X Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

X Noise from moving trains
X Noise from train horns or stationary crossing horns
X Vehicle and pedestrian safety issues
X Length of time it takes for the trains to pass through a street crossing
X Emergency services access
X Negative impact on our eco-system
X Negative impact on structures
___ Local ability to deal with potential rail accidents
___ Vibration
___ General quality of life
___ Other: ___

Open Comment: all of the above will be an Impact on our City of Sebastian

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Build another track in the middle of the State

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment: Take the Freight and locate on another Track away from the Coast

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

___ Positively
___ Negatively
___ No or minimal impact

Open Comment: We are a Community of 55+ older we do not need environmental & safety issues

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: OLGA SCHWAGER Date: 10/18/14

Address 485 E. WAVERLY PL. 10A VERO BEACH, FL. 32960

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__✓__Do not have enough information about this project to have a position

Open Comment: INCLINED TO NO VOTE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__✓__Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

I

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: DENNIS STROUT Date: 10/15/2014

Address 6200 99TH ST. LOT 53 SEBASTIAN FL, 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.
____Positively
____Negatively
__✓__No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?
____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:
__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?
__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [✓] Noise from moving trains
- [✓] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [✓] Emergency services access
- [✓] Negative impact on our eco-system
- [ ] Negative impact on structures
- [✓] Local ability to deal with potential rail accidents
- [✓] Vibration
- [✓] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I DON'T BELIEVE 16 TRAINS A DAY IS FEASABLE.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: DON PERRIN Date: 10/18/14

Address 7930 129 ST Seb. FLA 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
_X_No or minimal impact

Open Comment:
if the TRAIN is in the future to be Above Ground At Least 13' high above Ground

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

_✓_Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
I Strongly support + electric train Rain above all Roads at at least 13 ft. only.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
We won't profit from this only the Inspectors put it 13 ft above ground + make in Rain/or electric as it does

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

I am for it only it is above ground level + Powered By electric as Europe + Japan + Korea + China have

Open Comment: if other countys + Desing has it + we have it in NY, over + under ground you should do it

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

✓ Noise from moving trains
✓ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
✓ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
✓ Negative impact on our eco-system
✓ Negative impact on structures
✓ Local ability to deal with potential rail accidents
✓ Vibration
✓ General quality of life
✓ Other: (3) (12B) No Response (7)

Open Comment: use only Electric train Above Ground

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: 13 ft Above ground + electric

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ERIC LAHANN Date: 11-6-14

Address 673 VOCELLE AVE SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
I FEEL SINCE THE CROSSINGS ARE IN SMALL CONGESTED AREAS WITH TRAFFIC LIGHTS IT WILL COMPLICATE THE INTERSECTIONS. I ALSO CROSS THE TRACKS SEVERAL TIMES A DAY SO I'M SURE I WILL BE AFFECTED.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
IF THEIR ONLY INTENT IS TO SHUTTLE TOURISTS THROUGH OUR AREA 36 TIMES A DAY FOR THEIR OWN PROFIT THEY SHOULD FIND SOMETHING ELSE TO DO.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
MAKE PLANS TO PUT TRACKS IN AREAS THAT ARE NOT IN THE MIDDLE OF OUR CITIES

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
FREIGHT LINES ARE A EFFICIENT WAY TO TRANSPORT GOODS AND I CAN ACCEPT THE FEC BUSINESS. A PASSENGER TRAIN THAT ONLY SERVES A FEW AREAS BUT IMPACTS MANY IS A BAD IDEA.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

✓ Noise from moving trains
✓ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
✓ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
✓ Negative impact on our eco-system
✓ Negative impact on structures
✓ Local ability to deal with potential rail accidents
✓ Vibration
✓ General quality of life
✓ Other: WHEN IT BECOMES A HASSLE TO PASS THROUGH

Open Comment: TRACK AREAS EVERY TIME PEOPLE WILL AVOID DOING THINGS AROUND THOSE AREAS AND THAT WILL HAVE A DEFINITE ECONOMIC IMPACT.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
TOURISTS WHO RENT CARS CAN STOP AT MANY PLACES ALONG OUR COAST AND IS THEREFOR BETTER FOR OUR TOURIST ECONOMY THAN CORRALING THEM IN ORLANDO & S.FL.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
IF THERE COMES A TIME WHERE THEY BEGIN TO AFFECT DAILY LIFE TOO MUCH IT SHOULD BE REGULATED.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:
I'M SURE IF I TAKE VISITORS THROUGH THE INTERSECTIONS AND WE ENCOUNTER TRAINS AT EVERY MOMENT I'M SURE IT WILL NOT LEAVE A GOOD IMPRESSION.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Jim Bizub Date: 11/5/14

Address Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

Congestion and noise will detonate the community & county

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Brenda Gumbrecht Date October 28, 2014

Address Park Place, Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment: Wait at crossing will bee to long.
Noise will be three times or more in my community.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below should be financed independtly

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__X__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Anna Scott 581-3179 Date: 10/15/14

Address 585 Cottonwood RD, SEBASTIAN, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
SEE ATTACHED

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
SEE ATTACHED

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
WILL TAXPAYER DOLLARS PAY for upkeep of the TRACKS?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

We are all aware that this area is comprised primarily of senior citizens, the majority of which live on the West side of the RR tracks. As seniors many of us have health issues that often require emergency visits to the hospital. In many cases, time is of the essence when a 911 call is placed. Since our hospital and, often, the emergency vehicles, are on the East side of the tracks, the residents of our beautiful city will have their lives put in danger if an ambulance is stopped by a train. With 31 trains passing through our city everyday, the emergency vehicle could be held up in both directions. That could be catastrophic for anyone of us. Yes, we have freight trains going through our city now but the frequency is far less than 31 times a day. The railroad company who is pushing All Aboard Florida is thinking only of their financial gain and has no regard for the safety of the residents of this area.

As a case in point, I am widowed, live alone west of the RR tracks and have afib. Without going into great detail, in April I got pretty sick and was having difficulty breathing so 911 was called. The response time was very quick; the paramedics put me in the ambulance and started an IV then transported me to the hospital. While I was in the ambulance on the way to the hospital I stopped breathing. I was told the siren was turned on and the ambulance sped to the hospital with the paramedic giving me CPR. If that ambulance had been stopped by a train either responding or transporting, I might not be standing before you today. I am only **one** example of the many seniors in our area whose life stands in the balance if 31 additional trains are allowed to pass through our city holding up traffic each and everyday.

Please tell me what benefits there could possibly be to Indian River County to have high speed trains racing through our city causing disruption to our way of life but more importantly our safety.

Gina M. Scott
583 Cottonwood Road
Sebastian, FL 32958

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: KATHERINE GROEPLER Date: OCT. 15-14

Address 637-6 WINROW DR. SEBASTIAN FLA 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
TOO MANY TRAINS - EMERGENCY to Hosp. HAMPERED

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Aggie Rutland Date: 10/18/2014

Address 403 Eagle Dr Barefoot Bay FL 32976

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Emergencies will be hindered getting to us

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Waited 1/2 hour for one train to pass, then another came by! Already a diffuty getting to US 1!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__Noise from moving trains
__X__Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing !!!
____Emergency services access
__X__Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
__X__Vibration
__X__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: RON CELLI Date: 15 OCT 14

Address 680 GOSSAMER WING WAY, SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
INCREASED TRAFFIC DUE TO RR CROSSING CLOSING MORE OFTEN.
INCREASED NOISE IN THE AREA.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
I WOULD SUPPORT AAF IF THE AMTRAK ROUTE/RAIL WAS USED INSTEAD.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- X Other: USE OF TAX DOLLARS

Open Comment:
I OPPOSE USE OF FEDERAL FUNDS FOR THIS PRIVATE ENDEVOUR, CAN A STIPULATION BE IMPLEMENTED THAT LIMITS FEDERAL FUNDING IF NOT USED FOR THIS (PASSENGER) INTENDED USE - GOING INTO THE FUTURE

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
HOW CAN THE TRAIN STOP IN TIME IF THE CROSSING GATE MALFUNCTION WITH THE SPEED THE TRAIN IS GOING 110 MPH X 30 SECONDS PRIOR TO REACHING INTERSECTION.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____Positively
- ____Negatively
- ____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Adele Celli Date: Oct 15 14

Address 680 Gossamer Wing Way sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment:
I use Roseland Rd several times a day - will have to stop at tracks, more cars will be backed up - more chances of accidents happening

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I Do Not Support AT ALL!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: Takes - Federal Funds

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: WHY SO MANY DAILY TRIPS??

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

once the passenger train service fails and there are no more passenger services will it be replaced with all/more freight trains.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Vickie Colbert Date: 10-18-14

Address 12985 83rd. Ave Sebastian FL.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___✓___Positively
____Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
___✓___Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment: No Support !!!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below No Support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___✓___This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
___✓___This increase will have a high positive impact ***
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MILDRED MORAN Date: 10-18-14

Address 7955 129th St Box 277 Roseland Fl 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

X Positively
___Negatively
___No or minimal impact

Open Comment: Going to doctors hospital store drug store

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment: Too many trains as it is now

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
X This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Put train tracks up over roads

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment No high speed trains

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment: Every one we know has to come over tracks to see us

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: RICHARD FELICIO Date: 10/28/14

Address 2032 E. LAKEVIEW DR. SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__X__This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
_____ Negative impact on our eco-system
_____ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
_____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
BESIDES FREIGHT TRAIN PASSING HOW DOES THIS EFFECT THE BUILDING OF CASINOS IN MIAMI?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

_____ Positively
_____ Negatively
_____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Bruce Sabol Date: 10/18/2014

Address PO Box 1060 Roseland, FL 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
house vibration, noise, impeded traffic flow

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
all above choices would slightly decrease my opposition, however the physical presence of 32 crossings per day would still impact my property value & quality of life

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__X__This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ANTHONY F ANNUNZIATO Date: 10-16-14

Address 1334 STARBOARD ST SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___ Positively
_X_ Negatively
___ No or minimal impact

Open Comment:
I DRIVE A VAN TRANSPORTING CLIENTS OF SPECIAL NEEDS AND CROSS THE TRACKS SEVERAL TIMES A DAY

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___ Strongly support All Aboard Florida
___ Moderately support All Aboard Florida
___ Neither support or oppose All Aboard Florida
_X_ Strongly oppose All Aboard Florida
___ Do not have enough information about this project to have a position

Open Comment:
I BELIEVE IT WILL DISRUPT THE NORMAL FLOW OF TRAFFIC

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_X_ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___ Access to a passenger rail stop in Indian River County
_X_ Increased safety measures along the tracks
_X_ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_ This increase will have a negative impact
___ This increase will have a moderately negative impact
___ This increase will have no impact
___ This increase will have a moderately positive impact
___ This increase will have a high positive impact
___ I do not have enough information about the projected number of trains to have an opinion

Open Comment:
IT WOULD BE ALMOST IMPOSSIBLE TO CROSS THE TRACKS WITHOUT LONG DELAYS

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
IT WILL NOT BENEFIT SEBASTIAN IN ANY WAY

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
FREIGHT TRAINS MOVING DURING NIGHT HOURS WILL NOT EFFECT THE NORMAL LIFE IN SEBASTIAN

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:
MOST RESIDENTS LIVE WEST OF THE TRACKS AND THE SHOPPING DISTRICT IS EAST OF THE TRACKS HENCE THEY WILL BE CROSSING THE OFTEN WITH MAJOR DELAYS

Rusty Roberts - AAF

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Bruce Ringman Date: 10/10/14

Address 600 Cottonwood Rd. SEBASTIAN FL, 32953

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

• Fire trucks/ambulances won't be able to get to calls
• It's all about freight & use the CSX lines in middle of state

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues another
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
__X__Negative impact on our eco-system
__X__Negative impact on structures
__X__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:
Health, Medical, Environmental, Accidents,

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
How many people will go from Miami to Disney??

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains? X

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

Jane Sonia
772-532-8593

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Jane Sonia / manager of Graces Landing 70 Senior Apts. Date: 10/16/14

Address 1055 Graces Landing Circle, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
I manage a 70 unit Senior Apt. community with homes located w/in a few hundred feet from the tracks. This will be a horrible impact on 70 families.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Many of the residents of Graces Landing have health issues & need quick access to the hospital which is on the other side of the tracks. EMT response times can be affected by this train

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
move the tracks for this HIGH SPEED train along 95 where there are less homes w/ elderly & children

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Mary Lamothe Date: 10/18/14

Address 7646 133rd square Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:
not here –

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida – no
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Bought a house & moved to Sebastian to get away from Trains. would like Sebastian to stay a small quiet place

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
no support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Bettelou PERRIN Date: 10/18/14

Address 7930 - 129th St. Sebastian 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:
We are a small community Close to the tracks & Cannot see more train traffic than we have rite now.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
okay near I-95 think It is needed

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
level of support will be if service was near I-95-

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact if it comes thru Roseland
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
____ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:
To many trains running now we will never adjust to 20 more than we have - accidents, hold ups,

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I do not believe it should run thru small communities All Aboard Fla. should be near I 95 & away from Coastal communities

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
accidents & hold ups on train tracks

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:
Can't answer this w/o talking to them.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Janet Graham Date: 10-18-14

Address 5825 Marina Drive, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ____ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ____ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

If it doesn't pay for itself, the taxpayers will be stuck with the bill. And the trains that will then be improved for freight business without the Amtrak having to pay for it.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: MIKE PRAZNOVSKY Date: 10-15-14

Address 434 OAK ST

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

NO GRANTS, NO TAXES DEFERRED

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I THINK THAT THE COUNTY + CITY, CHARGE A FREIGHT, & PASSENGER [redacted] TRAIN CAR TAX FOR [redacted] EVERY TRAIN THAT GOES [redacted]. THRU

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

THIS PROGRAM ONLY HELPS SOME RICH NEW YORK INVESTORS ONLY

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Rose Prazinovsky Date: 10/15/2014

Address 434 Oak Street, Sebastian, FL.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: USE AMTRAC - IF YOU need to get from ORLANDO TO MIAMI QUICKER - FLY AMTRAC IS VERY COMFORTABLE

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment IT CAN BE VERY NOISY & CONGESTIVE I GREW UP BLOCKS FROM HEALY, FL WHERE FEC HAS A FREIGHT YARD - NOISE ALL THE TIME -

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment: TIME WAITING AT CROSSINGS

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Barbara Munson Date: 10/19/14

Address 319 Bay Harbor Terr 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Neither alternatives work for me

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
X Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
X Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
X General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Don't Do it.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ANTHONY GIRARDI Date: 11-2-2014

Address 3 VISTA GARDENS TRL # 201 VERO BEACH FL 32962

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
____ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: THERESA VALENTI Date: _____

Address 42 VISTA COONS TRAIL VERO BEACH

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

__X__Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__Noise from moving trains
__X__Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
__X__Negative impact on our eco-system
__X__Negative impact on structures
__X__Local ability to deal with potential rail accidents
__X__Vibration
__X__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Theresa Girardi Date: 11-2-14

Address 3 Vista Gardens Trail #201 Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
__✓__Negative impact on our eco-system
__✓__Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
__✓__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JOHN BRINKMANAS Date: 11/2/2014

Address 313 COLUMBUS ST.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
NOISE, TRAFFIC,

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: I HATE, HATE, HATE IT.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Debbie Brandauer Date: 10-18-14

Address 201 Watercrest St Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below I dont support at all

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Jeanette Sommer Date: 10/18/14

Address 468 Marlin Circle SebastianFl 32976

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
I think the idea of trains going threw our little towns is redickules. If there is an emergency they can't get threw + you could die

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:
get that idea of high speed trains out of your mind, we don't want it

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Barbara Nix Date: 10/18/14

Address 465 Seagrass Ave, SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Wistle Blowing - Noise Level

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: CAROLE TRONOLONE Date: 10/18/14

Address 1136 W. LAKEVIEW DR. SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__/__Negatively
____No or minimal impact

Open Comment:
PRESENT LOUD, ANNOYING NOISE IN A PEACEFUL COMMUNITY

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__X__This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NOT A NECESSITY of TRANSPORTATION ISSUE TO FLORIDA
THIS WOULD ALSO INCREASE AIR TRAFFIC + POLLUTION
FROM AIRPORT IN ORLANDO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
INCREASE, NOISE POLLUTION, CROSSING ACCIDENTS

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
QUIET NEIGHBORHOOD — PEACEFUL COMMUNITY — NOISE, NOISE
DO NOT NEED INCREASED NOISE DISRUPTION!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: LYNN RIDLEY Date: 10-18-14

Address 12765 79th AVE SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

TRAFFIC FLOW, NOISE, ACCESS TO HOSPITAL

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

DO NOT SUPPORT THIS PROJECT ON COAST AT ALL - SHOULD RUN THE INTERIOR CORRIDOR

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
THIS CAN NOT POSSIBLY BE A POSITIVE OUTCOME FOR OUR COMMUNITY

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
THIS IS A GREAT IDEA FOR A "NON-POPULATED AREA"

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
THIS SHOULD BE DIRECTED TO A "NON-POPULATED AREA"

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: David Carney Date: 10-18-14

Address 8105 129 Ct. Roseland FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓Negatively
____No or minimal impact

Open Comment:
Crossing closed to emerg. travel + dangerous to all

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Not getting truth from AAF about plans + purpose

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Not a supporter of any fast rail service - too many safety concerns

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Need to hear future plans for increased freight carriers.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Joseph Kuveikis Date: 10-15-14

Address 518 Balboa St. Sebastian Fla.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Increase of Time waiting at CROSSING
make cost of Taxes to Residents

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Wait of Emergency Vehicles
Potentality of Accidents

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__X__Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
__X__Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
____Vibration
__X__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Why not a MONO RAIL Type of Transportation
Stopping at all Small Towns

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Joan Hawke Date: Oct 15 2014

Address 3301 E Derry Dr Sebastian FL 32958 Park Place

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact

Open Comment:
We can see the train from our house. Not going to be a good thing for us. Many of our friends are selling + moving while they can

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
X Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:
I can see it being a BIG problem to the Town of Sebastian

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I cannot think of ONE thing that would make me think this train would be a good idea!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact !
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment: I cannot think of ONE good thing this train will do for our town of Sebastian

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ___ Other: all of the above & then some!

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: This will be the end of life in our community as we know it today!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment I can see every train from our house. Not good

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment: It will probably not impact visitors to our home but it sure will impact us every day!

772-228-8219

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: CHARLENE B. ICART Date: 10/15/14

Address 6616 110TH ST, SEBASTIAN, FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
__✓__Negative impact on structures
____Local ability to deal with potential rail accidents
__✓__Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
TOO MANY INTERRUPTIONS TO SCHOOL BUSES, HOSPITAL, EMERGENCIES AND BOATING TRAFFIC

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
THEY WILL SIGNIFICANTLY INCREASE

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Andrea Ring Date: 10/15/14

Address 407 Quarry Lane,

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
None –

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment this will negative impact tourism

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment: will not invite relative to visit

All Aboard Florida - Comment Card

Thank you for meeting with us.
Please use this card for your comments.
Wednesday October 15, 2014

This summer in the Commonwealth of Virginia a freight train carrying oil cars fell into the James River when an older road bed collapsed from underneath the tracks. The James River is the drinking source of water for the lower tier of Virginia and luckily no oil leaked. The East Coast rail system is over 100 years old and built to service train cars of that time period. How is AAF going to ensure the current rail beds, including bridges, are safe to service both the weight of the newer train cars & the frequency they plan to run them?

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name Andrea Ring
Address 407 Quarry lane
Email N/A

AAF has stated it plans to run freight trains on the tracks they are building for the lighter shorter passenger cars. This practice has caused widespread devastation in other parts of the country. One example, in Maryland, a machine shop successfully operating near the freight trains tracks had to close down when the freight train started to run on the new for "passenger use only" tracks. The vibrations were sufficiently greater and the shop could no longer keep its machines properly lined up. The building and the surrounding area is now deserted. **Since All Aboard Florida has said it plans to use these tracks for freight trains, is it going to upgrade the railroad beds to current industry standards for vibration absorption for freight trains before it lays down the new tracks?**

772-228-8219

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: PETER M. ICART Date: 10/15/14

Address 6616 110th ST, SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
__✓__Negative impact on structures
____Local ability to deal with potential rail accidents
__✓__Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I FEEL THAT AAF SHOULD FOLLOW THE FLA TURNPIKE. TOO MANY INTERRUPTIONS TO SCHOOL, HOSPITAL, EMER. SVCES AND NAVIGATION TRAFFIC

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
THEY WILL SIGNIFICANTLY INCREASE

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Brad White Date: 10/15/14

Address 444 Ecsy St

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:
Traffic delays due to the number of passings. Quality of life will decline throughout the coast

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Nothing could change my negative opinion of this project

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
The sheer volume of trains will shut down Sebastian traffic

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment:
while the passenger trains are supposed to be quieter the increase in freight trains will increase the noise pollution

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
I belicve they should revoute the trucks west of I-95

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Sally Oles Date: 10-15-14

Address 13630 N Indian River Dr; Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ✓ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Mary E. Cogswell Date: Oct. 18, 2014

Address 471 Seagrass Ave. Sebastian, Fla.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Do not want it!!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Too much noise

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: EDWARD H HERLIHY Date: 10/15/14

Address 474 SEA GRASS BLVD SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ____ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Joyce Marx Date: 10-28-14

Address 2043 East Lakeview Dr

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
✓ This increase will have a moderately negative impact
✓ This increase will have no impact
✓ This increase will have a moderately positive impact
✓ This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

___ Noise from moving trains
___ Noise from train horns or stationary crossing horns
___ Vehicle and pedestrian safety issues
___ Length of time it takes for the trains to pass through a street crossing
___ Emergency services access
___ Negative impact on our eco-system
___ Negative impact on structures
___ Local ability to deal with potential rail accidents
___ Vibration
___ General quality of life
___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Don't do it

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

___ Positively
___ Negatively
___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Alfred Sommer Date: 10-18-2014

Address 468 Marlin Circle Sabastian Fl. 32976

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____ Negatively
____ No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [x] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: William C Howard Date: 10/15/14

Address 106 Duncan St, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

__✓__Negatively

____No or minimal impact

Open Comment: Safety issues for Emergency Vehicles, Student crossing, School buses, children & pets. Also degradation of property values & quality of life due to noise, vibration, and delays.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

__✓__Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment: Strongly oppose current plans ~~to~~ routing through Sebastian and other towns receiving no benefit

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

✓Other? State below Re-Route using western route to avoid populated towns & cities on east coast.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Noise increases, vibration, emergency vehicle delays, will degrade quality of life, property values, and above all safety!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Maureen Matthewson Date: 10/15/2014

Address 108 Harbor Point Dr., Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Limits access to hospitals, creates traffic problems, increased noise - no benefit to Sebastian, just downsides

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I have no support under any circumstances

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
____ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
No - opposed. It should be obvious - not good for Sebastian

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

jcolbylove@sbcglobal.net

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Jacqueline Love Date: Oct. 15, 2014

Address 657 Albatross Terrace, Sebastian, FL 203 232-3079

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
Safety will be impacted. Noise, pollution, loss of small town charm.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I believe our taxes will increase and property values decrease - I have no level of support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
Trying to get to a hospital will be a nightmare.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
We have so many people that walk + ride bikes - their safety will be jeopardized

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
the trains (railroad) should look into an alternate route - farther inland - less people would be affected

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
People will not want to buy property if they believe the trains will constantly be coming + going.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Karen Christiansen (Age 42) Date: 10/15/2015

Address 752 Schumann Drive, Sebastian FL 32958

Karen4sales@gmail.com 916-217-0797

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

X Negatively

____No or minimal impact

Open Comment:

I will sell my home Dec 2014 to get best value before new trains are approved.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

X Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment:

Living 5 houses away from tracts now is tolerable, but not after the project continues.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

O Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

O Access to a passenger rail stop in Indian River County

O Increased safety measures along the tracks

O No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

I don't believe there is any "buffer" that will positively effect the project. Our small towns will loose millions & become a ghost town (Businesses will leave)

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
The proposed project by the Independant Corporation is corrupt and profit driven. They are not concerned about the general welfare of our residents. Tourism is not an excuse!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ___ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns (Residential & Commercial Property)
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ___ Vibration
- ✓ General quality of life
- ✓ Other: Property Values.

Open Comment:
HISTORIC SEBASTIAN & VACATION DESTINATION WILL BE NEGATIVELY IMPACTED !!!

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
How will our Elected Officials be able to help?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
Freight trains are not an issue now. It is the 32 additional trains that are going to be the demise of the quality of our life.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:
My Office is directly 1/2 block from Tracks & It may cause gridlock at the intersection with the increase of passenger trains

I moved here from CA to pursue a career in Real Estate & to Enjoy the beautiful & quiet lifeStyle.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Catherine Massie Date: 10/18/14

Address 36 Hopetown Road, Micco, FL. 32976

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_✓_Negatively
____No or minimal impact

Open Comment:
Will ~~definatly~~ definitly be much noisier where I live.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_✓_Access to a passenger rail stop in Indian River County
_✓_Increased safety measures along the tracks
_✓_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Should have a stop in Vero Beach.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
The trains are bad now. Adding more will just increase the noise and impact safety issues

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
They are noisy enough now. More trains will just make it worse.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Brad Baker Date: 10/18/2014

Address P.O. Box 415 Roseland 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

↓ home value
↓ noise impact on Quality of Life
↓ Public Safety

Open Comment:

(1) We live ≈ 150 feet from the tracks. Noise from increased rail traffic will negatively impact our property ~~value~~ value.
(2) Increased noise pollution will negatively impact Quality of Life

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

No support – 100% opposed.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - ~~mark all that apply~~:

Nothing will cause me to support

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Remediation for decreased property. Noise abatement
Use existing AMTRACK right of way for High Speed Rail

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016. This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact Greatly negative
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: potential derailment at higher speeds

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I doubt the passenger service will be viable.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Concerned about ~~no~~ decreased quality of life and increased risks to public safety.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:
Noise Vibration

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: BARBARA BANFIELD Date: 10/18/14

Address 7405 129th, Sebastian, FL 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
How about an overpass for Police & Fire Equipment?

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
There is ABSOLUTELY NO BENEFIT To Sebastian & Roseland — only negatives from obstruction To noise to disruption of our lives,

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
1. X Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
2 X General quality of life
3 X Other: You will surely see a devaluation reflected in your property values.
Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment: We
Why weren't that consulted before access was granted & permits written?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
I see no good coming from this increase.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
X Negatively
____No or minimal impact
Open Comment:
All the airports are on the "wrong side of the tracks"!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Susan Baker Date: 10-18-14

Address 12995 Bay St.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

X Nothing would cause me to support this.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

I live 3 houses from track. The potential speed of the train is frightening, especially if accident occurs. Will be noisy, disrupt our quiet neighborhood.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Concerned about traffic being backed up. There are already long delays, especially if trains have to slow down in Barefoot Bay to pass each other. Rosebud Rd becomes very backed up.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

It will be noisy, house will vibrate more, fear of pedestrian getting injured as many people walk or ride bikes in our neighborhood. There are many elderly drivers in area also.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: MAGGIE SABOL Date: 10/18/14

Address 13320 BAY ST (83rd AVE) ROSELAND

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:
I LIVE NEAR THE TRACKS. NOISE & INABILITY TO ACCESS POINTS ON THE OTHER SIDE OF THE TRACKS WILL EFFECT MY PROPERTY VALUES & QUALITY OF LIFE

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
POOR CHOICE OF ROUTE. IT SHOULD GO THROUGH LESS POPULATED AREAS

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
NOTHING COULD MAKE ME SUPPORT THE CURRENT TRAIN ROUTE.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
TERRIBLE IDEA FOR RESIDENTS! THERE ARE NO BENEFITS FOR TREASURE COAST RESIDENTS!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
NOISE & DANGER WILL INCREASE

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Nancy Galuppo Date: Oct 20, 2014

Address _____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment:
Noise and vibration - pollution Emergency Vehicles will Be held Hostage, Property Values will decrease

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
THIS IS a SMALL TOWN ENVIRONMENT -

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

X Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
X Access to a passenger rail stop in Indian River County
XX Increased safety measures along the tracks
XX No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

XX Noise from moving trains
XX Noise from train horns or stationary crossing horns
XX Vehicle and pedestrian safety issues
XX Length of time it takes for the trains to pass through a street crossing
XX Emergency services access
XX Negative impact on our eco-system our River
XX Negative impact on structures
X Local ability to deal with potential rail accidents
XX Vibration
X General quality of life This is a small town - We like the small town feeling here.
____ Other: _____

Open Comment:
The Area west of the Turnpike has Wide open spaces

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: This is not where high speed trains belong - It is too close to our River, our schools our Homes & Emergency transit locations.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Safety - Content of Freight - dangerous Chemicals Transported through our Area.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
X Negatively
____ No or minimal impact

Open Comment: This is not appropriate for our area - This is a quiet small town - Not Ft Lauderdale or Palm Beach or Miami.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Patricia Beckwith Date: 10-20-2014

Address 465 Lighthouse Ave

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

nothing will positively influence me. It's a dreadful, expensive boondoggle, will cause long waits for cars & boats, and interfere with emergency services. It's all about freight not passenger services

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact Very negative.
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: Property values will tank! Who wants to live near the train? No benefit to us in the Treasure Coast at all!

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I don't believe for one minute that passenger rail will succeed. It's just a "con" - In my opinion it's all about freight, and there will be government money involved, Tax payers' money, no matter what we're told.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Increased # of freight trains will cause godawful waits at crossings & waits at bridges for cars and boats. Last year, at Barker St. near US #1 in Sebastian, I waited 40 minutes for an ordinary freight train to go by. How much worse will it be with AAF's increased freight traffic??

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ✓ Positively
- Negatively
- No or minimal impact

Open Comment:

I live on the west side of the tracks. Our visitors & relatives are all senior citizens. If anyone at our house gets sick & need to go to the hospital the train could prevent their getting to the hospital in an emergency.

All in all, A.A.F. is a potential disaster for the treasure coast.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: PATRICK RYAN Date: OCT. 18, 2014

Address 13460 OLD DIXIE HWY.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
BETWEEN THE NOISE! THE INCOVEINCE! NO BENEFITS! I WOULD HATE TO BE ON THE WRONG SIDE OF THE TRACKS FROM THE HOSPITAL OR ANY EMERGENCY!!

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
THE RAILROAD SHOULD NOT RUN THROUGH SMALL TOWN FLORIDA RUN IT ALONGSIDE RT 95 WHERE IT WON'T BOTHER ANYBODY!!!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:
WHY RUN A HIGH SPEED TRAIN THROUGH A LOT OF TOWNS IN FLORIDA AND RUIN THERE QUALITY OF LIFE

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
JUST WHO BENEFITS FROM THIS DEBACKLE ??? ...

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

30 M.P.H. FREIGHT TRAINS ARE A LOT DIFFERENT THAN HIGH SPEED PASSENGER TRAINS

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
WE WILL ALL STOP TALKING TO EACH OTHER TILL THE TRAIN PASSES !!!
A.D.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: MONICA SMITH Date: 10/18/14

Address 13460 OLD DIXIE HWY SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment: The anticipated noise factor + traffic will definately be a negative to the peace + quiet we have now.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment: There will be no benefit for our town.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below: I DO NOT support the rail service whatsoever no matter what is or isn't done.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
I see no benefit.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I do not understand how anyone can justify all the negatives being outweighed by the positives since only a small percentage will be benefited by this

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
Noise and danger factors will negatively impact all.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Karen K. Steinke Date: 10-18-14

Address 13425 Bay St., Seb, FL. 32958 (Roseland)

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
We live Bay St. by train ~~Hreset~~ bridge and the noise will bother us and destroy property value.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ____ Length of time it takes for the trains to pass through a street crossing
- ✓✓✓✓ Emergency services access
- ✓ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
Bay Street ~~the~~ crossing closed years ago - If Roseland Road is compromised it is a long way around.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Make it a private enterprise and move to unpopulated area. No need to be on the coast if you are not stopping for passangers.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
The trains that run all night long we are use to - Sleep right through them.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: GLENDA HANCOCK Date: 10-18-14

Address 7690 129th St Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

I HAVE NO SUPPORT FOR THIS PROJECT

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
THIS WILL BE A DISASTER!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
PUT IT INLAND

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
PUT THEM INLAND

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Kathleen Freeman Date: 10-

Address 13330 Bay St. Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
I Live nearby, I kayak the river and the idea of the bridge being replaced over the St. Sebastian River is terrible.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
I don't believe the ridership would support this venture.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

I have nothing against the freight trains, they are Economical for transportation.

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
__✓__Negative impact on our eco-system
__✓__Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I understand there is already rail service to Orlando
So why do we need a high speed one?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

That's OK

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: JESSE FREEMAN Date: 10/18/14

Address 13330 BAY ST.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment: NOISE and Frequency of TRACK CROSSINGS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment: IT DOES NOTHING for our AREA

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below MOVE IT TO THE Center of the STATE

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment TRAINS ARE PROBABLY THE LEAST EXPENSIVE WAY TO MOVE FREIGHT

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment: PEOPLE ARE ALREADY COMMENT ON THE NOISE OF THE FEW TRAINS NOW

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: LONNIE YONCE Date: 10-18-14

Address 550 PARK Avenue Sebastian, Fl 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:

let NAFTA Companies build their own transportation of goods made in China let Warren Buffett feed, house, and free health care for these illegals or hispanics !!!

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

bring back capitalism to America!!!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_X_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_X_Access to a passenger rail stop in Indian River County
_X_Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Keep imports out of America materials, product and people !!!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

Stop all wallstreet from only making a profit in America

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

X Noise from moving trains
X Noise from train horns or stationary crossing horns
X Vehicle and pedestrian safety issues
X Length of time it takes for the trains to pass through a street crossing
X Emergency services access
X Negative impact on our eco-system
X Negative impact on structures
X Local ability to deal with potential rail accidents
X Vibration
X General quality of life
X Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

all this things forced on americans so companies like wallmart make profit at our ~~misuses~~ misuys

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
X Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Carl E Steinke Date: 10-18-14

Address 1345 Bay ST Roseland, Fla

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment: Its the worse that could Happen

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
Sebastian River impacted.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JACKie JAMES Date: 10.18.2014

Address ROSELAND, FLA

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:
I WON'T HAVE ACCESS TO FIRE DEPT, AMBULANCE SERVICE, HOSPITAL, OR DOCTOR, AS I RESIDE ON "WRONG SIDE OF TRACKS."

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
THIS TRAIN IS NOT A SERVICE; ONLY A DETRIMENT TO THOSE WHO SETTLED HERE. IT IS BASICALLY NOT AN ASSET OR ENHANCEMENT TO LIVES OF RESIDENTS. ALL ABOARD FLA. DID NOT DETERMINE OUR FEELINGS.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

X Noise from moving trains
X Noise from train horns or stationary crossing horns
X Vehicle and pedestrian safety issues (+ANIMALS)
X Length of time it takes for the trains to pass through a street crossing
XXX Emergency services access
XXXXXX Negative impact on our eco-system
X Negative impact on structures
XXXXX Local ability to deal with potential rail accidents
XXX Vibration
XXXXX General quality of life
____ Other: Property values go down.

Open Comment:
No one, including private owners of All Ab. Fla. would WANT TO Reside CLOSE TO SUCH.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I'm THINKING THE INVESTORS IN TRAIN will make money + most of residents will see no benifits. OWNERS AR WEALTHY, SO They will benefit + become more wealthy, + THIS HAS To Be "Greed", to THE detriment of many lives.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
I do NOT LOOK FORWART TO THIS TRAIN AND I don't believe it will HAPPEN!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
X Negatively
____ No or minimal impact

Open Comment:
I live in an ole Fla. cracker House in a Historic Area of Indian Rive Co., + near the Track. We have enough noise + vibrations from current train service. More ~~is~~ would ~~be~~ be dangerous, embarrasing + NOT compatible. J.S.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Wynne Cardy Date: 10-18-14

Address 8105 139th Ct

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Will cause value of our home to decrease

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Use tracks in middle of state or make new tracks down I-95

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
They should have quite zones for that many freight trains even if they don't have high speed trains

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Jack Hamber Date: 10-18-14

Address 8060 129th Ct. Roseland

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

my Support 0

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: Take this train and shove it

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: all the above

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: there is no need for it

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Wayne Osborn Date: Oct 28, 2014

Address 1041 W. Lakeview Dr Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment: have them buy right-of-way to west

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__X__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
X Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: build it to the west put it in middle of State

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment DO we have any say over decisions of the corporate ruling class??

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
X Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Sammie McNeal Date: 10-18-2014

Address 10780 92nd St

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__✓__This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: to much noise

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

#6.2

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Debra Bestimo Date: 10/15/14

Address 1579 Clearbrook St Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__/__Negatively
__X__No or minimal impact

Open Comment:
Primarily by disruptions of every day travel within east and west portions of our city. This may be 4-5 crossings per day.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

The amount of proposed passenger travel without local stations along the Treasure Coast will not materialize as long as motorists can make the trip in the same period of time and more comfortably.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

The freight business is the only reason for this great expenditure of time and money.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

Small businesses along the tracks having noise problems and no access to the Railroad Service will suffer losses in property valuations

9- The historical structures in counties all along the route will suffer impacts in building structures.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Bob Russell Date: Oct 18, 2014

Address 2062 Coastal

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

X Positively
___Negatively
___No or minimal impact

Open Comment: I Dont Like The Train

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment: NO Positive 100% against

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below You Cant POSITIVELY convince me

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [X] Other: _____

Open Comment: Lower Property Values

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Put in in the middle of the state

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment have the ships unload in Jacksonville, FLA.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment: They will not come.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Annet Perry Date: 10-18-14

Address 7305 129 St Roccland

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__✓__ Positively
____ Negatively
____ No or minimal impact

Open Comment:

noise/ crossings medical access -

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
____ Increased safety measures along the tracks
____ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

No Train! It will destroy Seb.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access !
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life !!!
- [ ] Other: _____

Open Comment:
I grew up next to I95 in Miami 1960 - It destoried the neighbor & quality of life Go take a look 1455 ft 7AVE N W.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Continue NO thanks

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Noise vibrate noise vibrate etc

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
won't come to visit - They come here for quite & environment train will destory all that.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: John McGuirk Date: 11/2/14

Address 42 Vista Commons Trl Vero Beach FL 32966

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Genevieve Rak Date: 11-18-14

Address 459 Seagrass Ave Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Monique Thibodeau Date: 10-28-14

Address 3329 E. Derry Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ____ Vehicle and pedestrian safety issues
- ____ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Rose Lang Date: 10/28/14

Address 1190 Bridgeadoon Dr Sebastian FL.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

✓ Noise from moving trains
✓ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
✓ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
✓ Negative impact on our eco-system
✓ Negative impact on structures
✓ Local ability to deal with potential rail accidents
✓ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Mela Rath Date: 10/28/14

Address 1145 W. Lakeview Dr. Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Glenn Knick Date: 11-5-14

Address 314 Valencia ST

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
X Access to a passenger rail stop in Indian River County BUILD IT NOW!
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

_____

_____

_____

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

_____

_____

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

_____

_____

_____

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

_____

_____

_____

_____

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

_____

_____

_____

_____

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MARY CALLANAN Date: 10-25-14

Address 2083 E LAKEVIEW DR

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
__✓__Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__✓__This increase will have a high positive impact
__✓__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Jack Kubsch Date: 10/27/14

Address 1190 Bragadoon Dr Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__✓__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ____ Length of time it takes for the trains to pass through a street crossing
- ____ Emergency services access
- ____ Negative impact on our eco-system
- ✓ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Anthony Tromba Date: 10/15/14

Address 5601 North A1A 203S Vero Beach FL 32963

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
____ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Sheila Brush Date: 11/5/14

Address Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Joel L Tallant Date: 11-5-14

Address 164 Del Monte Rd Seb. FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
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____This increase will have a high positive impact
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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [X] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Gary Miller Date: _____

Address 770 23RD Ave Vero Beach, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment: you've heard all the Reasons

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a moderately negative impact
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____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ____ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment AGAINST

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Robert Retus Date: 10/29/14

Address 1993 E. Lakeview Dr Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [x] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ANDY WINKLER Date: 10/28/14

Address 2009 E. LAKEVIEW DR. SEBASTIAN, FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: See Above

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Ron Kelly Date: 10/28/2014

Address Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ____ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ____ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NANCY PERRY Date: 11/5/14

Address 758 TIMBER RIDGE TR. SW

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

DO NOT SUPPORT

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: CAROL PALMER Date: 11/5

Address 635 E POINTE CT SW 32962

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

NO SUPPORT !

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: MOVE THIS TRAIN WEST!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Michelle Lee Date: 10-18-14

Address 3500 Ashby Ct. Va. 22192

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
noise, Pollution, Safety, Safety, Safety of our community

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
no support :(

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I do NOT support this

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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__✓__This increase will have a moderately negative impact
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Open Comment:

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- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
This community belongs to the people & the animals, the safety OF both will be compromised.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ADAM H. GEESEY Date: 10/15/2014

Address 108 WOOD STORK WAY, SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___✓Positively
____Negatively
____No or minimal impact

Open Comment:
DECREASE IN PROPERTY VALUES; INCREASED CROSSING WAIT TIMES; HIGHER POTENTIAL FOR TRAIN ACCIDENTS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
___✓Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
SEE REASONS ABOVE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___✓Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___✓Access to a passenger rail stop in Indian River County
___✓Increased safety measures along the tracks
___✓No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___✓This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
__✓__Other: DECREASE IN PROPERTY VALUES

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: RICHARD KESSELL Date: 10/15/14

Address 2039 E. LAKEVIEW DRIVE, SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
____ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

MOST MEDICAL FACILITIES ARE LOCATED EAST OF THE TRACKS
TENS OF THOUSANDS OF ELDERLY PERSONS LIVE WEST OF THE TRACKS
IN AN EMERGENCY SITUATION, MINUTES CAN MEAN THE
DIFFERENCE BETWEEN LIFE AND DEATH (STROKE, HEART
ATTACK, ACCIDENT, ETC)

SUCH A GREAT INCREASE IN TRAIN TRAFFIC, AND THE EMERGENCY
RESPONSE DELAYS PUTS A LARGE PERCENTAGE OF OUR POPULATION
UNNECESSARILY AT HIGH RISK. I AM 78

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Judy McNulty Date: 10/18/14

Address 1125 Landsdowne Dr Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

Wait times at crossings - No WAY to get to Waterfront, restaurants etc
Noise from whistles @ 512 intersection
No Access to train

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Expanded port in Miami will also impact freight Traffic
It will be impossible to get to the River/Beaches/
Shopping etc.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:
Access to Amenities - Beaches - etc

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Build it West of I 95

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
won't be able to get there from US 1
without crossing tracks.
View are negatively after Constant stops & Waits
for Trains.
No access to train Makes it all worse

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: ROBERT RIDLEY Date: 10-18-14

Address 12765 79th AVE SEBASTIAN, FL 32958

City Hall
1225 Main St.
Sebastian, FL
32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.
____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?
____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:
____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
I do not support this project on the coast at all - should run the interior corridor

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?
__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
This project can in no way be positive to our community

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
Should only be considered for "non-populated areas"

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
Should only be allowed in "non-populated" area

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

RECEIVED
OCT 2 1 2014
City of Sebastian
Community Development Dept.

Name: PATRICIA HENAHAN Date: 10·12·14

Address 1007 MALLOW SCRUB WAY - SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail servic County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_✓_Negatively
____No or minimal impact

Open Comment: DISTURBED SLEEP PATTERNS... WITH THE INCREASE IN TRAIN TRAFFIC WILL OCCUR, NOISE, FUMES, WAIT TIME, WHAT ABOUT EMERGENCY VEHICLES, TAXES, ZONING CHANGES, THE LOOK AND FEEL OF THIS COMMUNITY!... WHICH IS WHY PEOPLE WANT TO LIVE AND INVEST HERE!

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
WOULD ONLY SUPPORT IF USING CENTRAL FLORIDA LINE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
IN GOOD CONSCIOUS I COULD NEVER SUPPORT THIS DETRIMENTAL PROJECT

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
SEE ALL ABOVE COMMENTS

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
SEE OTHER COMMENTS

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
DO NOT GO FORWARD WITH THIS PROJECT...

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
I CAN NEVER SUPPORT SOMETHING THAT HAS NO BENEFITS FOR THIS COMMUNITY

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:
DISTURBED SLEEP PATTERNS, WAIT TIME, VISUAL NEGATIVE IMPACT, NOISE,

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Tina Musante Date: 10/16/14

Address P.O. Box 101 Roseland FL 32957

City Hall
Attn- Frank
1225 Main St
Sebastian FL
32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

RECEIVED
OCT 21 2014
City of Sebastian
Community Development Dept.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:
Personally, I now hear the freight trains and horns especially during the night. With the sizable increase expected, no doubt there will be a much greater noise level.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:
We, in Indian River County, will receive no benefit. However, we may find ourselves much inconvenience.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

✓ Noise from moving trains
___ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
___ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
✓ Negative impact on our eco-system
___ Negative impact on structures
___ Local ability to deal with potential rail accidents
___ Vibration
✓ General quality of life
___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

___ Positively
✓ Negatively
___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Suzanne James Date: 10·18·2014

Address _____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

Nothing would change my mind.

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: I think its a bad idea in many ways.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Stephen PRUDEN Date: _____

Address 3620 west DERRY DR SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

___ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
___ Emergency services access
___ Negative impact on our eco-system
___ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
_X_ General quality of life
___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
ALONG Route #1 IS going TO be a mess
IF it was west of 95 would be great

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

___ Positively
_X_ Negatively
___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Carrie Burton Date: 10/18/2014

Address 12980 82nd Ct, Roseland FL 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
our property value will decrease, noise, vibration being cut off from US 1 by crossing stop 2.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
I believe this service is a means to allow FIG to bring in new tracks for cargo service which will be financed by US FED TAX DOLLARS. NO

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I offer NO support for this project

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: ___

Open Comment:

NO Stops in Sebastian.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I feel this is a huge ~~waste~~ waste of tax payer money. No passenger rail service worldwide has ever made money & are always subsidized by the local gov't or fed levels.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

the existing level of freight service is acceptable to increase the amount will create very long traffic delays

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment:

I think RAF/FIG should play nice w/their FL neighbors & use the existing rails out west. I also think they should do a TRAILS FOR RAILS type of trade or something. Donate the FEC tracks for a scenic trail ~~[illegible]~~ and or use them for dinner trains. Then any community that wants a stop for turism purposes could get one.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: David Burken Date: 18 Oct. 2014

Address 12980 82nd. Ct. Roseland, FL 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
One and half block West of tracks. Noise! Traffic delays. Emergency Response delays!

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
There is NOTHING that will make support AAF.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: Think about it!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: A dinner train is the only thing that should allowed given the East Coast Florida population.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Do it right. Put an elevater rail up the center of the state. NOT through the most populated area.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: BRUCE WATERHOUSE Date: 10/28/14

Address 3607 W. DERRY DR. SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment: EXCIVE NOISE. POSSIBE ACCIDENTS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment: STRONGLY BELIVE THE FAST TRAINS WILL BE TOO FAST FOR TRACKS AND CURVES

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
THIS WHOLE PROJECT ONLY BENEFITS MIAMI - PALM BEACH. IT IS OF NO VALUE TO THE TREASURE COAST

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
THIS IS A WORSE PROBLEM THAN THE HIGH SPEED ONES

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
OUR LOCATION IS VERY NEAR TO THE TRACKS

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Shirley F. Hall Date: Oct. 15, 2014

Address 7985 126 St. Sebastian, Fl 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
Cannot get to hospital, doctor, church, grocery etc!

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [✓] Noise from moving trains
- [✓] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [✓] Emergency services access
- [✓] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Where are They getting passengers For 32 Trains every day?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

More Freight Trains Moving slowly on top of 32 passenger Trains will be devastating

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [✓] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: MARY Ingui Date: 10-15-14

Address 626 LAYPORT DR Sebastian 772 581-0166

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Noise, Hospital access is a safety issue

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
AAF won't release ridership figures and No passenger railroad has ever made money – taxpayers subsidize it.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
Elevating tracks; Taxpayers don't fund it after it fails

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
How can it be positive when it's noisy + prevents access to our hospital. We are also afraid that the land AAF owns will be used to put many cell towers near the tracks

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- ___ Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ___ Other: _____

Open Comment:
I am sure AAF violates some EPA regulations

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
We all know that the passenger service is a cover for moving freight. AAF refuses to release projected ridership figures.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Toxic substances are often transported in cars and we don't know about it. What provisions does AAF to clean up spills if they occur? Can our city sue AAF when such an accident occurs?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment:
Limited access to business

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Charles Smits Date: 10/15/2014

Address 2415 Kelly DR Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
It will make access to U.S. 1 from my residence much more difficult – also access to Publix, Walgreens, etc.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
AAF will greatly increase noise and inhibit access to U.S. 1 – I do not believe it will be safe due to its high speed

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- ___ Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Don't allow AAF to proceed.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
We already have plenty of train traffic - no more is needed or wanted!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: BARBARA ZINGMAN Date: Oct. 15, 2014

Address 600 Cottonwood Rd. Seb.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment: FIRE SVCS./AMBULANCES won't be able to get to Cases
It's all about freight use the rail lines in middle of State

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [x] Other: _____

all of these!!

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment: NO TRAINS whatsoever!!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: GEORGE O'NEILL Date: 15 OCT 2014

Address 692 BRUSH FOOT DR, SEBASTIAN FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:
" PASSENGER RAIL SERVICE" IS A FARCE ! - Why not be honest And call it " High Speed Freight Service" ?

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Janet Smits Date: 10/15/14

Address 2415 Kelly Dr. Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
Being on the west side of US1 there will be too many holdups to cross the tracks - also a safety issue. Too much noise also

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
This is probably a done deal but I feel we should keep up our protests

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
We can drive to Orlando or Miami in a relatively short time So why put up with all the noise and traffic delays the train will cause.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
The lines should be moved to the less populated center of the state - not on the populated East Coast

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Cynthia Vi Geesey Date: 10-15-14

Address 108 Wood Stork Way

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
It will turn to freight service, hold up crossings, put emergency services in jeopardy

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
will NEVER support it

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ____ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Do anything possible to stop it

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Move everything to the center of the state

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✗ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Karl L. Jurentkuff Date: 10/22/14

Address 105 Duban St., Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
Noise, disruption of highway traffic, negative impact on residential property valde.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
There is no profitable rail passenger service anywhere. This all about getting federal and state money to improve FEC property.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
And no federal loans. If FEC believes passenger service profitable, then convince the private sector

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
But, I have no problem w/ freight traffic increase. Am opposed to AAF which, as currently proposed, will end up costing taxpayers billions.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
constant highway traffic disruptions, reduction in residential property values

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
If state and federal money involved, it will be a huge boondoggle.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Cynthia Christopher Date: 10/15/14

Address 2099 East Lake View Dr., Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

Nothing will positively influence this rail service.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [X] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:
Living in a Retirement Community emergency service access is of great concern. We will be on the "wrong side" of the tracks for any medical emergency.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment.
Homes in our Community already suffer from extreme vibration. This will also affect the value of our homes & ability to sell homes in our Community that has received awards in the past.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [✓] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Steven C. Smith Date: 11-15-14

Address 106 Amherst Lane Sebastian 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment: Need over passes over Roads. I Need To Review Right away and Tarriff

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below Raised Rail

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: No liability OR Financial Drain on Sebastian Local or Federal Taxes

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NAN PAPARELLI Date: 10/28/14

Address 1151 W. LAKEVIEW DR., SEBASTIAN, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment:
NOISE – TRAFFIC HOLD UP

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
THIS TRAIN DOES NOTHING GOOD FOR TREASURE COAST AND SHOULD BE ROUTED FAR WEST OF TOWN

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
NOTHING WOULD POSITIVELY INFLUENCE ME FOR THIS NEGATIVE TRAIN ON TREASURE COAST

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:
ALL ISSUES CRITICAL. NOTHING POSITIVE ABOUT ALL ABOARD FLORIDA

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
WE MUST DO EVERYTHING POSSIBLE TO STOP THE TRAINS FROM GOING THROUGH HERE AND GET IT MOVED TO MUCH FURTHER WEST OF I-95

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Gordon McKeough Date: 10/28/14

Address 1137 W. Lakeview Dr Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
____ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Do not approve All Aboard Florida

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

To much noise.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: DAVE LOGUDA Date: 10-28-14

Address 2322 Kelly Drive, Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
NOISE – We live in PARK PLACE AS FAR FROM TRACKS AS possible yet NOISE ENTERS & SHAKES OUR HOUSE.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
WOULD BE MORE AGREEABLE IF TRAIN STOPPED IN VERO BEACH OR Melbourne.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Karen Whaley Date: 10-28-14

Address 4205 Galloway Ct, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

__X__Negatively

____No or minimal impact

Open Comment: Noise a factor. Hospital, Police & Fire Dept on the West side of existing tracks could really impact their response

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

__X__Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment: Could go down the middle of the state

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

None

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Increases will cont. Long after 2016

Open Comment:
impact will cont To worsen over the years & will completely change the county

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
Current trains cause Long lines waiting To cross - with increases of passenger & freight will cause lines to go out on US Hwy I

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
This along w/ freight will cont To grow in the future & will highly impact many of the residents especially the elderly who exist in 55+ communities on the east side of the current track w/ the hospital west of the Railroad.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
It will Compound all problems w/ noise & increased problems w/ health issues & response times of police, ambulances, et, Hospital will be impacted.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:
Long lines, Late appointments, hazardous waste, problems that people don't even think about.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Patricia Goins Date: 10/28/14

Address 1208 Larkspur St Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact

Open Comment:
Access to emergency vehicles and hospitals, safety issues, disturbing our eco-system with vibrations and noise

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
No support!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
XX Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
XX Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
XX General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I see absolutely NO gain in any form for the Treasure Coast! I feel it will detrimentally affect our peaceful life in Sebastian and discourage families from choosing to settle here!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

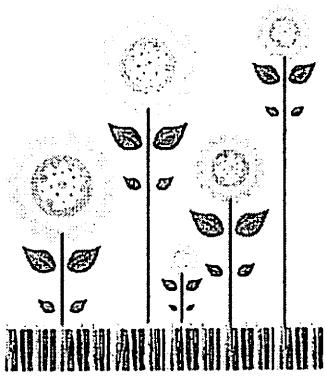
8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

Michaels Stores. Inc. store associates may not change the terms of this card. For balance inquiry visit any U.S. Michaels store. Issued by Michaels Stores Card Services, LLC. This card does not have an expiration date. There are no maintenance fees. Any term or condition of this card is void where prohibited by law. PROTECT THIS CARD AND TREAT IT AS YOU WOULD CASH. ©2014 Michaels Stores, Inc.

City of Sebastian DEIS
AAF Survey - response
1225 Main Street
Sebastian, FL
32958



Just a note

October 29, 2014

Joan W Hawke
3301 E Derry Dr
Sebastian, FL 32958

Dear Ms Coy,

We live in Park Place and have for 20 years. We love it here.

I could not attend the HOA meeting on Tuesday night so I am sending my survey to you.

Thank you
Joan Hawke
Thomas Hawke

AMERICAN LUNG ASSOCIATION.
Fighting for Air

FY14 Ltr NP

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Joan W, Hawke

Name: THOMAS J. HAWKE Date: 10/15/14

Address 3301 E. DERBY DR. SEBASTIAN FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negative
____No or minimal impact

Open Comment:
I live within a 1000 feet of the tracks. It affects my quality of my life. It is of no benefit to Sebastian. It brings noise & wild fires to our home

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
This is going to be a terrible situation for us + our community So many trains, so many crossings closed so often + so much noise!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I do not support the AAF but if we must have it please keep it quiet!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact !!
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
I cannot believe this is happening to us & our community! It is a nightmare that is probably not going away!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: All of the above

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
This will probably be good for the state but it will be terrible for us. I cannot think of one good positive thing about this train. Noise, vibration + inconvience

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Freights all night vibrating our house while we are sleeping if we can. Cracking our driveway & shaking our house.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
They will probably think we should move like the rest of our neighbors have. No one wants to live by the train. We only have a few trains at the moment. We live in paradise that will become a nightmare if the train comes with 1000 feet of our home. It will ruin the quality of our life!!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: CARL GOINS Date: 10-28-14

Address 1208 LARKSPUR ST - SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
NOISE - TRAFFIC INTERUPTIONS AT TIMES OF EMERGENCYS.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
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____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [ ] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: John Smythe Date: 11 12, 14

Address 1991 E LAKEVIEW Dr. Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
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Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below NONE

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues stop
- ✓ Length of time it takes for the trains to pass through a street crossing
- ____ Emergency services access
- ✓ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: See attached

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

John Smythe

Bite The Bullet Train

1.6 Billion Fed. Loan, Monitoring by Whom? Interest Rate? Payback time? Collateral? Lining Whose pockets? Crossing upgrades, ½ Million each, not included in this cost, Why not? Who actually will own this? Is there any stock available?

How many Commuters are there to support 32 trains? Vacationers to Disney with children don't go to Miami night spots and vise versa? Don"t know schedule. Will it even run at night?

How much for tickets? Profit margin for 3 year pay back of 1.6 Billion? If there was a $25 profit per rider it would take 64 million Passengers. 80 per car, 5 cars, 400 per train X 32 = 12800 per day into 64 million = 5000 days or 13.6 years. Without interest!

Where is parking located at each end? How much (3000 To 6000 cars)? Alternate transportation accessability for 400 people every 20 minutes? Traffic jams near terminals! Are there hidden property purchases involved? Who presently owns?

Top Speed is suggested at 130 MPH What is actual average speed due to bridges, Turns side tracks, etc.? What actual speed are they going to guarantee?

What is total time from entry of station to exit at other station? Any time savings from existing bus running at 70 MPH on 95? Any cost saving LOL

What is total Cost including parking or secondary transportation?

Has anybody tried to do 130 MPH on this run? Does anybody want to?

People get killed at 70 what happens when you almost double it?

Second track impact on existing businesses. Freight traffic will probably double at night. Get used to gate closings every 20 minutes. We all live on the wrong side of the tracks. AND don't forget Noise. Energy pollution? Don't even suggest local jobs.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Joan W, Hawke

Name: THOMAS J. HAWKE Date: 10/15/14

Address 3301 E. DARBY DR. SEBASTIAN FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negative
____No or minimal impact

Open Comment:
I Live within a 1000 feet of the tracks. It effects my quality of my life. It is of no benefit to Sebastian. It brings noise + vibrations to our home

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
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____Do not have enough information about this project to have a position

Open Comment:
This is going to be a terrible situation for us + our community So many trains, so many crossings closed so often + so much noise!

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
I do not support the AAF but if we must have it please keep it quiet!

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
I cannot believe this is happening to us & our community! It is a nightmare that is probably not going away!

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: All of the above

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
This will probably be good for the state but it will be terrible for us. I cannot think of one good positive thing about this train. Noise, vibration & inconvience

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Freights all night Vibrating our house while we are sleeping, if we can. Cracking our driveway & shaking our house.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
They will probably think we should move like the rest of our neighbors have. No one wants to live by the train. We only have a few trains at the moment. We live in paradise that will become a nightmare if the train comes with 1000 feet of our home. It will ruin the quality of our life!!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Annalyse Fanciletti Date: November 1, 2014

Address 6155 South Mirror Lake Drive #203 Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____ Negatively
____ No or minimal impact

Open Comment:

---

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

---

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

---

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__✓__ Noise from moving trains
__✓__ Noise from train horns or stationary crossing horns
__✓__ Vehicle and pedestrian safety issues
__✓__ Length of time it takes for the trains to pass through a street crossing
__✓__ Emergency services access
__✓__ Negative impact on our eco-system
__✓__ Negative impact on structures
__✓__ Local ability to deal with potential rail accidents
__✓__ Vibration
__✓__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

__✓__ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Robert Famiglietti Date: November 1, 2014

Address 6155 South Mirror Lake Drive #203 Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__✓__ Positively
____ Negatively
____ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__✓__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
__✓__ Increased safety measures along the tracks
__✓__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ✓ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Roger J Beitzel Date: 11/1/14

Address 6235 Mirror Lake Manor, Sebastian Fla 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
_____ Negatively
_____ No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

_____ Strongly support All Aboard Florida
_____ Moderately support All Aboard Florida
_____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
_____ Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_____ Access to a passenger rail stop in Indian River County
_____ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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_____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

__X__ Positively
_____ Negatively
_____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JOHN LAITINEN Date: 11-7-14

Address 6255 MIRROR LAKE CT SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
IMPACT ON SCHOOLS, HOSPITALS, ENVIRONMENT IS ALL NEGATIVE

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
THE ONLY PEOPLE AND BUSINESSES THAT WILL BENEFIT FROM ALL ABOARD ARE THOSE IN MIAMI AND ORLANDO

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

NO ____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
NO ____Access to a passenger rail stop in Indian River County
NO ____Increased safety measures along the tracks
NO ____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

THIS IS NOT THE INNER CITY AND NO ONE MOVES TO THIS AREA TO BE NEAR ALL ABOARD FLORIDA, JUST THE OPPOSITE

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
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- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
THE ENTIRE IDEA OF ALL ABOARD SHOULD NEVER BEEN CONSIDERED IN ITS PRESENT FORM.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
IT WOULD CREATE A NEVER ENDING PROBLEM FOR THE COMMUNITIES IN THE PATH OF THIS JUGGERNAT OF TRAINS

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
VISITOR CAN'T BELIEVE THAT THIS IDEA WAS EVEN CONSIDERED. QUOTE "I CAN'T BELIEVE THERE GOING TO DO THIS" WHY?

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: ROBERT FREDERICKS Date: 11/6/14

Address 6232 N. MIRROR LAKE DR #630 SEBASTIAN, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
__✓__Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__✓__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: If not the trains it will be trucks on I95

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
✓ Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Lets be realistic and not emotional as most of this survey is worded

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Which do you want trucks or trains

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
✓ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Helen M. Laitinen Date: 10/4/2014

Address 6255 Mirror Lake Ct, Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact

Hospitals, emergency services are east of the tracks... schools and majority of residents are on the West side.

Open Comment:
Negative impacts → financial, pollution, noise pollution, negative impact on environment and wildlife, negative safety impacts

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:
I believe this will only have negative impacts to this area and its residents. I believe it is being pushed through by a select few to benefit a select few. I have no interest in this area

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
NONE ___Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
This should go up the center of the state -- NOT through residential and down town areas. People should be put ahead of money

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016. This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county? tremendous

X This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Will be like living in a tenament in an inner city. The lower quality of life will discourage any growth or business to relocate to this area, the movement will be out of this area

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ___ Noise from moving trains
- ___ Noise from train horns or stationary crossing horns
- ___ Vehicle and pedestrian safety issues
- ___ Length of time it takes for the trains to pass through a street crossing
- ___ Emergency services access
- ___ Negative impact on our eco-system
- ___ Negative impact on structures
- ___ Local ability to deal with potential rail accidents
- ___ Vibration
- ___ General quality of life
- ___ Other: _____

Open Comment:
Negative impacts will cause an exodus of families and businesses from this area. Will NOT encourage new business to relocate to the Treasure Coast.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
This is a clear case of putting the financial powers of a few pitted against the welfare of the community.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
This will ruin the economy of the region for the benefit of a few in Miami + Orlando. Where are our elected leaders?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- [x] Negatively
- ___ No or minimal impact

Open Comment:
2016 - 20 freight + 32 passenger. If spread over 24 hours = more often than every half hour. -
If passenger trains run 5 AM - 11 PM = 6 hrs @ - more than 5 an hour!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: BRUCE TRIPPET Date: OCT 7, 2014

Address 4575 BRIDGEPOINTE WAY VERO BEACH FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
My Taxes will go up TO support the local (city, County, + STATE) improvement needed TO counter NOISE, ENVIROMENTAL, and INFRASTRUCTURE resulting from THIS "Limited" service

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
REALLY! IF THE ALL ABOARD RAIL SERVICE DID NOT ALREADY HAVE A "RELATIONSHIP" WITH THE FLORIDA EAST COAST RR WOULD THIS REALLY BE THE MOST ECONOMIC + "ENVIROMENTAL" ROUTE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓2__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__✓1__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
ANY OTHER BUSINESSES HAVE TO ABSORB ALL SAFETY + ENVIROMENTAL COST WHEN STARTING A NEW PLANT, WHY SHOULD Rail Roads be SUBSIDES?

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
As a youth & Later in college I lived near or within a block of MAJOR RR. THE NOISE AND TRAFFIC DELAYS WERE SIGNIFICANT. IN ONE 4 HOUR PERIOD (WHILE I AT COLLEGE) 19 TRAINS PASSED IN ONE DIRECTION OR THE OTHE

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

3 Noise from moving trains
2 Noise from train horns or stationary crossing horns
7 Vehicle and pedestrian safety issues
10 Length of time it takes for the trains to pass through a street crossing
4 Emergency services access
6 Negative impact on our eco-system
9 Negative impact on structures
11 Local ability to deal with potential rail accidents
8 Vibration
5 General quality of life
1 Other: TAXATION

Open Comment:
MOST OF THE COMMUNITIES HAVE NO OVER PASSES. THUS CUTTING A LARGE POPULATION OFF FROM EMERGENCY MEDICAL CARE + FIRE/STORM REACTIONS.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
REALLY, WHAT IS THE PROPOSED CHARGE FOR A TICKET FROM MIAMI TO ORLANDO? WILL THERE BE ENOUGH USER TO MAKE IT "PROFITABLE?

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
MORE PEOPLE ARE CONCERNED OF INCREASED FREIGHT TRAFFIC THAN THE PASSENGER TRAFFIC. MOST UNDERSTAND THIS IS A PR SCREEN TO GET SUBSIDIZED TRACK IMPROVEMENT UP & DOWN THE COAST. WHY IS THE EAST-WEST CORRIDOR THE ONLY POSSIBLE QUIET ZONE? IS THERE NOT A GREATER POPULATION CONCENTRATION ON THE NORTH-SOUTH ROUTE?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
X Negatively
____No or minimal impact

Open Comment:
NOISE! + POSSIBLE AUTO DELAYS
IF THERE WAS A STOP IN INDIAN RIVER COUNTY; ~~IF~~ THAT WOULD BE THE ONLY POSITIVE BENEFIT FOR PASSENGER USE TO/FROM AIRPORTS.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Eugene Johnson Date: 11/1/2014

Address 6230 N. Mirror Lake Dr Unit 526

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment: noise, traffic congestion, safety

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [X] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Frank Robinson Date: 11-1-14

Address 6203 S. Mirror Lake Dr Sebastian FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
None of above

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
__X__This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
_____ Vehicle and pedestrian safety issues
_____ Length of time it takes for the trains to pass through a street crossing
_____ Emergency services access
_____ Negative impact on our eco-system
_____ Negative impact on structures
_____ Local ability to deal with potential rail accidents
_____ Vibration
__X__ General quality of life
_____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: No High speed Train

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

No

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

_____ Positively
_____ Negatively
__X__ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Carmen Verde Date: 11-1-14

Address 6238 Mirror Lake Manor, Sebastian Signature Carmen Verde

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
_X_Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
_X_Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
_X_General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
_X_Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Janis Verde Date: Nov 1 2014

Address 6238 Mirror Lake Manor, Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
fairly positive nothing will influence a positive vote

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

James Deuce

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Eileen O'Shea Date: _____

Address 6155 S. Mirror Lake Dr (unit 201) Sebastian FL, 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Too much noise

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

We have too many unguarded crossings
much too much noise and potential for accidents

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

People will hate the inconvenience of waiting for trains to pass — traffic will be impacted
Noise will be too much

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Donald O'Shea Date: _____

Address 6155 S. Mirror Lake Dr. (Unit 201) Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
__X__ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Lois Tupper Date: 11-1-2014

Address 6232 N. Mirror Lake Dr Unit 606

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:
THIS IS SOMETHING THAT HAS A NEGAIVE IMPACT ON ALL ASPECTS OF ~~HER~~ LIFE ~~LOST~~ WITH OUT ANY ADVANGE TO US!

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Phyllis B Keith Date: 11-1-14

Address 6260 Mirror Lake Ct Sebastian, Fl 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

Safety issues, Noise, Congestions
vibrations - Churches directly across Tracks.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

Property Values

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: Real Estate Values

Open Comment:
Move the TRAINS TO TRACKS - WEST

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Please don't LET This happen. SEBASTIAN is A great place to buy property now. With the proposed All Aboard high speed Train - I'm sure it will not be so nice.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Yes - noise - TRAIN horns would increase.
Safety issues.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:
noise - noise - noise
What happened TO our "quiet" fishing village.?
STORES & business will Suffer

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Caree Fredericks Date: Nov. 1, 2014

Address 6232 N Mirror Lake Dr Sebastian FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
__✓__Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__✓__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
✓ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
✓ Negative impact on structures
✓ Local ability to deal with potential rail accidents
✓ Vibration
✓ General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: SOFIA ANDREWS Date: 11-1-14

Address 6232 N. MIRROR LK. DR., SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

X Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
X Access to a passenger rail stop in Indian River County
X Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
__X__ Negative impact on structures
__X__ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
__X__ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Un guarded Crossings
None

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment: Traffic back ups for train Crossings

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: WARREN ANDREWS Date: 11-1-14

Address 6232 N. MIRROR LK. DR, 632 SEBASTIAN, FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__X__Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
__X__Negative impact on our eco-system
__X__Negative impact on structures
__X__Local ability to deal with potential rail accidents
__X__Vibration
__X__General quality of life
__X__Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
We have too many unguarded Crossings
Much too much noise & Accidents

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Waiting on coming trains back up traffic

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Bonnie Robinson Date: Nov 1, 2014

Address 6203 So. Mirror Lake Drive Sebastian FL.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

Don't want under Any condition

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: overall bad idea

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Rethink!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ANN M. ESCOTT Date: 11/1/14

Address 6155 S. MIRROR Lake Dr. #101, Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
We have enough trains going through Sebastian. Constant noise and vibrations take away the living quality of life & Contantly wake us up at night etc.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
Coming from N.E. trains are one thing & don't like close to residential home - take away from property values + quality of life.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__x__ Noise from moving trains
__x__ Noise from train horns or stationary crossing horns
__x__ Vehicle and pedestrian safety issues
__x__ Length of time it takes for the trains to pass through a street crossing
__x__ Emergency services access
__x__ Negative impact on our eco-system
__x__ Negative impact on structures
__x__ Local ability to deal with potential rail accidents
__x__ Vibration
__x__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Enough is enough.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__x__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Edna L. MARKHAM Date: 11/6/14

Address 6252 N. MIRROR LAKE DR unit 616

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

VERY NEAR the Tracks - Much frequent noise. Emergency vehicles delayed as Tracks are very near use = Do not want public Funds used.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment: Do not want.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: People in community must have impact to such major changes

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Do not want.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- X Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Robert E. Kauth Date: 11-1-14

Address 62600 Mirror Lake Ct. Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ✓ Other: Safety issues - K/C Values

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

Noise. They may not want to visit Sebastian Again. Seasonal Renters will go down. Go other places.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Patricia A. Adkins Date: 10-31-14

Address 6165 S. Mirror Lake Dr, Apt. 202, Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
__X__This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Audrey Bushey Date: 11/1/14

Address 6211 S Mirror Lake Dr SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

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____This increase will have a high positive impact
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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ____ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ____ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Catherine Hagerty Date: 11/1/14

Address Sebastian, Fla. 32958 St.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Bill Taylor Date: 11/1/14

Address Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__✓__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
If it happens we need one stop nearby

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Dangerous at crossings

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
no comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Winona Harlin Date: 10-18-14

Address 8060-129th Ct. Roseland

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
NO Support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [x] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: C. Doyle Date: 10-16-14

Address 25 Palmer Dr. Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__+__ Positively
____ Negatively
____ No or minimal impact

Open Comment: Will Created problems for home foundation, Sleep deprivation

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
__X__ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below Need wall for safety

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
__X__ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment: Safety & Emergency are a HUGE issue, our town will never BE THE SAME

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures HOMES
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment: Tracks now are falling apart, vibration is a HUGE issue Now

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment This will BE the Biggest ISSUE to All who LIVE in SEBASTIAN

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- X Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment: We can't enjoy our outside Patios with All the NOISE these trains will bring to our HOME AREAS

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: FRANK ADASS Date: 10/15/14

Address 25 PALMER DR SEBASTIAN, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
____ Negatively
____ No or minimal impact

Open Comment:
BETWEEN NOISE AND TRAFFIC, NOT ABLE TO GET OUT TO RT 1

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
__X__ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
__X__ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: I Don't Think this Proposal has anything to do with Passenger Service, I Think it is more Freight

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- X Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ANTHONY PINTO Date: 10-28-14

Address 3206 E Derry Dr Sebastian FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
____ Negatively
____ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
__X__ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
__X__ Increased safety measures along the tracks
__X__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [X] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: NANCY WATERHOUSE Date: 10/28/14

Address 3607 W. DERRY DR. SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
_X_ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
_X_ Negative impact on our eco-system
_X_ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
_X_ Vibration
_X_ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

_X_ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Cecilia E Porn Date: 10/18/14

Address 181 S. Wimbrow Dr. Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
X Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

X Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
X Access to a passenger rail stop in Indian River County
X Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
X This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
For safety reasons alone, 32 more trains a day will cause horendous chaos to all residents I strongly oppose this.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- X Noise from moving trains
- X Noise from train horns or stationary crossing horns
- X Vehicle and pedestrian safety issues
- X Length of time it takes for the trains to pass through a street crossing
- X Emergency services access
- X Negative impact on our eco-system
- X Negative impact on structures
- X Local ability to deal with potential rail accidents
- X Vibration
- X General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Do not allow this to happen

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- X Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Charles Dowan Date: 10-18-14

Address Vero Lake VLE

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
✓ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
✓ This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
__✓__Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

__✓__Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Charlene Becker Date: 10-18-14

Address Sebastian Fl.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__✓__ Positively
____ Negatively
____ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
____ Strongly oppose All Aboard Florida
__✓__ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____ Access to a passenger rail stop in Indian River County
__✓__ Increased safety measures along the tracks
__✓__ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
____ This increase will have a moderately positive impact
__✓__ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ✓ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: FRED MEUSING III Date: 15 OCT 2014

Address 7580, 129th SEBASTIAN FL 772 532 6035

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

__X__ Positively
____Negatively
____No or minimal impact
Open Comment: WE WILL NEED THIS SERVICE AS FUEL COSTS RISE

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

__X__ Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment: A SERVICE WE MUST GET THE SOONER THE BETTER

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__ Access to a passenger rail stop in Indian River County
__X__ Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below WHERE THE FUNDS COME FROM IS UNIMPORTANT

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
__X__ This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
The Long Range impact will be in the minds of the uninformed

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__X__Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
__X__Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
It will be very important to our children & Grand Children To to Lose of cheap Oil

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Good Trains moving equal Jobs

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

__X__Positively
____Negatively
____No or minimal impact

Open Comment:
As time moves farward over passes & under passes will come so no Negivitive Impact this is what happened on the North East Corridor Washington D C to Boston Mass

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: SASHA ZEBRY Date: 10/18/2014

Address 6502 RIVER RUN DR SEB

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
X No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

X Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

X Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
X Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
X I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:
FUN GROUPS GOING NORTH (ORLANDO) SOUTH to MIAMI

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
FOR IT!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

__X__Positively
____Negatively
____No or minimal impact

Open Comment:
Easy trip from North or South

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: John R. McCahan Date: 11-5-14

Address 7300 20th St - #171, Vero Beach, FL 32966

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Will increase delays at crossings, especially if we believe that there will be a large increase in freight traffic (as well as the passenger trains)
↳ much longer delay at crossing compared to passenger

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
This train project will cause unnecessary disruption of life on the Treasure Coast

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: Boat (recreational) delays

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
This project needs to go on a different route. They should really make a deal with CSX

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
This will ruin the Quality of Life on The Treasure Coast

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [X] No or minimal impact

Open Comment:
With visitors, we would try to avoid the train track crossings

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Bonnie Walker Date: 11/5/14

Address PO Box 781479 - Sebastian, FL 32978

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
✓ Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Armand R Mayotte Date: 10-17-14

Address 102 Nebraska Circle

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____ Negatively
✓ No or minimal impact

Open Comment:
We Need To improve Rail Systems in our State + Country

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

✓ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
____ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:
IF IT WORKS EVENTUALLY WE might have PASSENGER SERVICE FROM ALL OF ~~ARE~~ OUR County

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____ This increase will have a negative impact
____ This increase will have a moderately negative impact
____ This increase will have no impact
✓ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
_✓_Noise from train horns or stationary crossing horns
_✓_Vehicle and pedestrian safety issues
_✓_Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

I KNOW A LOT OF PEOPLE MOVED TO FLORIDA TO RETIRE BUT PEOPLE STILL HAVE TO WORK HERE SO PROGRESS BRINGS JOBS ALL FOR THE GENERAL GOOD

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

ALL ABOARD FLORIDA IS NOT GOING TO INCREASE FREIGHT TRAIN TRAFFIC. THE OPENING OF THE NEW PANAMA CANAL IS GOING TO DO THAT

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
_✓_No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: GEORGE FOX Date: 10/5/14

Address 1508 Kelly Dr

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__Y__Increased safety measures along the tracks
__V__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [X] No or minimal impact

Open Comment:

RECEIVED
OCT 21 2014
City of Sebastian
Community Development Dept.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: FRANK HOLTZHAUER Date: 10-17-14

Address 607 MALLOW SC RUB WAY SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail servic County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
WAITING FOR FREIGHT TRAINS - $NOISE FROM ALL TRAINS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
OPPOSE IF RUN DOWN DENSLY POPULATED EAST COAST CORRIDOR.
COULD POSSIBLY SUPPORT IF BUILT USING CENTRAL FL.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
CAN NOT SUPPORT IF FREIGHT TRAINS ARE SIGNIFICANTLY INCREASED.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

THERE IS NO POSITIVE BENEFIT TO ANY COMMUNITY ON THE PROPOSED EAST COAST CORRIDER

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [x] No or minimal impact

Open Comment:

ONLY NOISE AND TRAFFIC DISRUPTION

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: Wesley Davis Date: 10-18-14

Address 7001 94th Ave VB FL 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

We get all of the Negative

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: It will Hurt our Community

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Robert K Musante Date: 10/18/14

Address Box 101, Roseland FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
This is the wrong corridor for that venture

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
See above

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
no positive support

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
_X_Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
_X_Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Move the high speed rail program to areas of less population

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
_X_No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Dale Kuneckis Date: Oct 15, 2014

Address 518 Balboa St Seb 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Safety

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
__✓__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment How many more freight trains will trains be carrying dairy material that would explosive

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Kathy Ottemba Date: 10-18-2014

Address 639 Brushfoot Dr., Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__x__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__x__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__x__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__x__Increased safety measures along the tracks
__x__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__x__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__✓__Noise from moving trains
__✓__Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
__✓__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Patricia Larceri Date: 10-18-2014

Address 1785 Cypress Lake Dr., Grant, FL 32949

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position
Open Comment: If the train stopped in Melbourne, Sebastian or Vero Beach I would be for it.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
__X__This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
If it helps get the semis off the roadways it is a positive

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
__X__Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
The positive would be a stop in Melbourne, Sebastian or Vero Beach and if it will decrease the amount of semis on the interstates

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
See above

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Tim Glover Date: 10-15-14

Address 9446 Fleming Grant Rd. Micco

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__X__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__X__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
____ Noise from train horns or stationary crossing horns
____ Vehicle and pedestrian safety issues
__X__ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
__X__ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

I believe the increased train frequency will negatively impact property values (residential) in the vicinity of the tracks.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
__X__ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Rick Jamesa Date: _____

Address 714 Lemon Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___ Positively
___ Negatively
___ (No or minimal impact)

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
_X_Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_X_Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
_X_I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

(6) No comment

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

No comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Mary a Howard Hackstaff Date: 10/28/14

Address 1022 W. Lakeview Dr

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
___No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
_✓_Neither support or oppose All Aboard Florida
___Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment: N/A

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ____ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ✓ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Sarasuda Rose Date: 10·15·14

Address PO Box 1045 Roseland FL 32957

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
✓ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
✓ Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
✓ This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
✓ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Durga Das Huttner Date: 10.15.14

Address 1105 Roseland Rd. Sebastian FL 32958 UNIT 3

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
__✓__Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
__✓__This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
✓ Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Kevin Hill Date: 10-20-2014

Address 596 METALMARK WAY, SEBASTIAN 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail servic County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively somewhat
____No or minimal impact
Open Comment:
Noise + Blocking of ROADWAYS

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida X moderately opposed
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__X__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [X] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Susan Coppola Date: 11/2/14

Address 6262 Thames Pl Vero Beach

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
____ Negatively
____ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

✓ Strongly support All Aboard Florida
____ Moderately support All Aboard Florida
____ Neither support or oppose All Aboard Florida
____ Strongly oppose All Aboard Florida
____ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
____ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____ This increase will have a negative impact
____ This increase will have a moderately negative impact
✓ This increase will have no impact
____ This increase will have a moderately positive impact
____ This increase will have a high positive impact
____ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
✓ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
✓ Negatively
✓ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Lois Schleicher Date: 10/18/14

Address 468 Seagrass Ave. Seb.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

✓ Positively
___ Negatively
___ No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

✓ Strongly support All Aboard Florida
___ Moderately support All Aboard Florida
___ Neither support or oppose All Aboard Florida
___ Strongly oppose All Aboard Florida
___ Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

✓ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
___ This increase will have a moderately negative impact
✓ This increase will have no impact
✓ This increase will have a moderately positive impact
___ This increase will have a high positive impact
___ I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
__✓__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Jacquelyn Morris Date: 10-15-14

Address P.O. Box 700089 Wabasso Fl.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Concerned for access with public Safety - fire, EMS P.D. etc.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__X__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
There is no Positive impact on our community

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
There is no Positive impact on our Community

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Richard Plante Date: 10-28-14

Address 3375 S. Dewy DR

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
Noise and to much traffic on this line

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
__X__This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
____ Negative impact on our eco-system
__X__ Negative impact on structures
____ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Do they think that the train will have enough passengers to pay.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Maureen Skrobinski Date: 10-28-14

Address 1153 West Lake View Sebastian Fla

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Hard to get To my Doctors or Hospital

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
The noise level will distrub my peaseful Living life Style

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
None

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

Sebastian is a peaceful place to live. All aboard Florida will cause many seniors to move Too much for our nerves.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Please help us so we can continue To enjoy a healthy life.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Kathleen Friedl Date: 10/25/

Address 1015 W. Lakeview Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
X Negatively
___No or minimal impact

Open Comment: Delay in Crossing to Hwy 1 – Noise

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
X Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

___Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
X Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
- Sharing some tracks for freight and passenger
- Sound barrier??

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
We are Senior Citizens!! - Ambulance and a timely response are Critical!!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
- My.... Noise - and slow lumbering trains - accidents....
More trains to middle of the STATE!! freight

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [x] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
- Hospitals are all on east side of tracks!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Albert Ambrosini Date: 10/28/14

Address 4105 Limerick CT. Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
Traffic, noise

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
no benefit - only all negative impact on our neighborhood

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: JOAN AMBROSINI Date: 10/28/14

Address 4105 LIMERICK CT. SEBASTIAN, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
NOISE - TRAFFIC - INCONVIENCE - DELAYS AT CROSSING - ALSO AT WATERWAY BRIDGES

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
THE CONSTANT RUMBLE OF THE HIGH-SPEED TRAIN

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

NO Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
NO Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Nancy Prowett Date: 10/28/2014

Address 1915 E. Lakeview Dr. Sebastian, FL.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__/__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__/__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__/__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__/__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__/__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__/__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: No!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment Put the freight trains along I95 or in the middle of the State.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: John Taleraes Date: 10-28-14

Address 1126 W. Lakeview Dr. Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
___/Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below.

Put freight trains in the middle of the State.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

___/ Noise from moving trains
_√_ Noise from train horns or stationary crossing horns
___/ Vehicle and pedestrian safety issues
_√_ Length of time it takes for the trains to pass through a street crossing
_√_ Emergency services access
_√_ Negative impact on our eco-system
_√_ Negative impact on structures
___/ Local ability to deal with potential rail accidents
_√_ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

___/ Positively
_√_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name: Sheila Loguda Date: 10/28/14

Address 2322 Kelly Dr Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_√_Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_√_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_√_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_√_Access to a passenger rail stop in Indian River County
_√_Increased safety measures along the tracks
_√_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_√_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ↘ Noise from moving trains
- ↘ Noise from train horns or stationary crossing horns
- ↘ Vehicle and pedestrian safety issues
- ↘ Length of time it takes for the trains to pass through a street crossing
- ↘ Emergency services access
- ↘ Negative impact on our eco-system
- ↘ Negative impact on structures
- ↘ Local ability to deal with potential rail accidents
- ↘ Vibration
- ↘ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: Too many trains to much noise ~~to much~~ make access in and out of homes difficult

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment vibration noise access to the park issue.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ↘ Negatively
- ____ No or minimal impact

Open Comment: Delays at crossing

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Lois Edwards Date: 10-28-14

Address 3303 E. Derry Dr. Sebastian, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_X_Negatively
___No or minimal impact

Open Comment:
I wake up all night with the sound of the whistle with the traffic now.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_X_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
___Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
X Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
X Length of time it takes for the trains to pass through a street crossing
X Emergency services access
X Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
X Vibration
X General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Very concerned about the noise of the whistles & emergency vehicles being held up at crossings

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
X Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: Kenneth Johnson Date: 11/03/14

Address Sebastian P.D.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

More potential for traffic backups and train vs vehicle/ped. crashes.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__✓__Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
More information should have been made available prior to this survey.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:
Unknown

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name:_____ Date: 11-04-14

Address_____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:
Not enough information at this time

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
X Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
X Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [ ] Negatively
- [ ] No or minimal impact

Open Comment:

N/A

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: M. Garrison Date: 11-03-14

Address 1201 Main Street Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
____No or minimal impact

Open Comment:

Do not have enough information to comment.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__X__I do not have enough information about the projected number of trains to have an opinion

Open Comment:
N/a.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
__X__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
N/a

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment N/a

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:
Unknown.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: GREGORY A. WITT Date: 10.31.14

Address 1201 MAIN ST. SEBASTIAN, FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_✓_Negatively
____No or minimal impact

Open Comment:

RISK TO COMMUNITY AT ROAD CROSSINGS.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_✓_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
_✓_Increased safety measures along the tracks
_✓_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_✓_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
THE INCREASED TRAIN TRAFFIC WILL NEGATIVELY IMPACT TRAFFIC, AND HAS THE POTENTIAL TO REDUCE LAW ENFORCEMENT RESPONSES.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

✓ Noise from moving trains
✓ Noise from train horns or stationary crossing horns
✓ Vehicle and pedestrian safety issues
✓ Length of time it takes for the trains to pass through a street crossing
✓ Emergency services access
✓ Negative impact on our eco-system
✓ Negative impact on structures
✓ Local ability to deal with potential rail accidents
____ Vibration
✓ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
DO NOT DO IT!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: SHAWN DALEY Date: 11-04-14

Address 1201 MAIN STREET

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
__✓__Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__✓__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Todd Finnegan Date: 11/04/14

Address 1201 Main Street, Sebastian, FL., 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

N/A

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__✓__Do not have enough information about this project to have a position

Open Comment:

N/A

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

N/A

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
This increase could seriously effect people in need of emergency services.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:
N/A

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
No

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ____ Negatively
- ✓ No or minimal impact

Open Comment:
N/A

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: RICHARD SNELL Date: 11/04/14

Address 1201 MAIN ST. SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__X__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
_____ Vehicle and pedestrian safety issues
_____ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
_____ Negative impact on our eco-system
_____ Negative impact on structures
_____ Local ability to deal with potential rail accidents
_____ Vibration
_____ General quality of life
_____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

_____ Positively
_____ Negatively
__X__ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: DAN ACOSTA Date: 11/04/14

Address 1201 MAIN ST.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__X__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
__X__This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
__X__Other: LOCAL MONEY SPENT TO IMPROVE/UPGRADE CROSSINGS.

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
__X__No or minimal impact

Open Comment:
WAIT TIME FROM INCREASED TRAFFIC & MAINTENANCE. MORE USE/TRAFFIC CREATES MORE MALFUNCTIONS OF THE RAIL SYSTEM (LIGHTS, SENSORS, BARS, ETC...)

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: Dave Carroll Date: 11-04-2014

Address 1201 Main St

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
X No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
X Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
X No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
X This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: STEVE MARCINIK Date: 11-04-14

Address 1201 MAIN ST. SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
THERE ARE NO POSITIVE IMPACTS BY THE PROPOSED HIGH-SPEED RAIL SERVICE. IT WILL ONLY CAUSE TRAFFIC BACK-UPS AND INCREASE RISK OF RAIL AND VEHICLE IMPACTS.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
AGAIN NO POSITIVE IMPACT IN THE AREA. I QUESTION THE PROPOSED NEED (SCHEDULING) BETWEEN S. FLORIDA & C. FLORIDA AND DOUBT IT WILL BE PROFITABLE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
UTILIZE CURRENT BUS OPTIONS TO TRANSPORT PERSPECTIVE PASSENGERS TO A RAIL CORRIDOR ALONG THE TURNPIKE, WHERE THERE IS LESS CONFLICT.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
ALTHOUGH RAIL SERVICE IS AN ECONOMICAL & EFFICIENT WAY TO MOVE PRODUCT, IT WILL HAVE A NEGATIVE IMPACT VIA NOISE & TRAFFIC AND COULD EFFECT EMERGENCY SERVICE RESPONSE

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
I AM IN BELIEF THAT THE EFFECTS OF THE PROPOSED HIGH-SPEED RAIL BENEFITS VERY FEW AND NEGATIVELY IMPACTS MANY.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
THE INCREASE NUMBER OF FREIGHT TRAINS SHOULD CONSIDER EVENING SCHEDULES TO MINIMALLY IMPACT THE GREATER POPULATION THAT EXIST DURING PEAK TIMES OF THE DAY.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:
THERE IS NO WAY ANY VISITORS TO MY HOME WILL BENIFIT FROM HIGH SPEED RAIL SYSTEM AS PROPOSED.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: Jason Gillette Date: 11-5-14

Address 1201 Main Street

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

None

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

No

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

No

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: William Jursik Date: 11/05/14

Address 1201 main St Sebastian, Fl 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.
____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?
____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:
____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
Oppose Rail System regardless

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?
__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

more delays will cause traffic back up.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: Paul GRAVES Date: 11/04/14

Address 120 MAIN ST.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__X__Vehicle and pedestrian safety issues
__X__Length of time it takes for the trains to pass through a street crossing
__X__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__X__Local ability to deal with potential rail accidents
____Vibration
__X__General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Ryan Matthews Date: 11/05/14

Address 1201 Main St

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.
____Positively
____Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?
____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:
__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?
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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
__X__ Noise from train horns or stationary crossing horns
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____ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
__X__ Vibration
__X__ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
__X__ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: Robert G. Vafiades Date: 11/05/14

Address 1201 Main St. Sebastian, FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
No Comment

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a high positive impact
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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
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- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: No

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment No

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: OFC MARK HEFFER Date: 11-2-14

Address 1201 MAIN ST. SEBASTIAN FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
_X_Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_X_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_X_Access to a passenger rail stop in Indian River County
_X_Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

_X_ Noise from moving trains
_X_ Noise from train horns or stationary crossing horns
_X_ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
_X_ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
_X_ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

NONE

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

NONE

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
_X_ Negatively
____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: Ashley Penn Date: 11/4/14

Address 9355 103rd Ave VB FL 32967

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__✓__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__✓__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
__✓__Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

It won't have an eco affect on our community because it not providing transportation for our area. It will more or less just be an inconvenience to drivers + emergency responders.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

N/A

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

unsure

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: C. Sawicki Date: 11-05-14

Address _____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__✓__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
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____This increase will have no impact
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____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__✓__ Noise from moving trains
__✓__ Noise from train horns or stationary crossing horns
__✓__ Vehicle and pedestrian safety issues
__✓__ Length of time it takes for the trains to pass through a street crossing
__✓__ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
__✓__ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: B. Bauer Date: 11-4-14

Address 1201 Main ST. Sebastian FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__X__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
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Other? State below

_____

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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

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____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
No

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
No

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: JOHN BLACKWOOD Date: 10/ /14

Address

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:
MORE ROAD OBSTRUCTION. NO BENEFIT

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
__✓__Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
I DON'T FEEL APPROPRIATE TO DIRECT THE USE OF PRIVATE PROPERTY BY OTHERS. SHOULD NOT USE GOVERNMENT SUBSTITUTE

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__✓__Access to a passenger rail stop in Indian River County
__✓__Increased safety measures along the tracks
__✓__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
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- ___ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ___ Negative impact on our eco-system
- ✓ Negative impact on structures
- ___ Local ability to deal with potential rail accidents
- ✓ Vibration
- ___ General quality of life
- ___ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ___ Negatively
- ✓ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAN

Name: A. IRWIN Date: 11-1-14

Address 1201 MAIN ST. SEBASTIAN, FL

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___ Positively
_✓_ Negatively
___ No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___ Strongly support All Aboard Florida
___ Moderately support All Aboard Florida
_✓_ Neither support or oppose All Aboard Florida
___ Strongly oppose All Aboard Florida
___ Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_ Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_✓_ Access to a passenger rail stop in Indian River County
_✓_ Increased safety measures along the tracks
___ No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

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_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

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Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
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- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ____ Negative impact on our eco-system
- ____ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ____ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

To my knowledge it will not be discharging passengers in Sebastian River so there will be no positive impact to the surrounding community

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

Negative impact to businesses located next to the railways.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: JASON MILLS Date: 11-03-14

Address 1201 MAIN ST. SEBASTIAN, FL. 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_✓_Negatively
___No or minimal impact

Open Comment:
NEW RAIL SYSTEM WILL PROVIDE PROBLEMS FOR THIS COUNTY (SOUND, SAFETY OR CRASH CONCERNS, TRAFFIC DELAYS) BUT WILL RECEIVE NO BENEFITS SINCE THERE IS NO STOPS OR STATIONS PLANNED FOR THIS AREA.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
_✓_Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
___Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position

Open Comment:
NEED MORE STOPS ALONG THE ROUTE.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_✓_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
_✓_Access to a passenger rail stop in Indian River County
_✓_Increased safety measures along the tracks
___No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

___This increase will have a negative impact
_✓_This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
__✓__Vehicle and pedestrian safety issues
__✓__Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
__✓__Local ability to deal with potential rail accidents
____Vibration
____General quality of life
__✓__Other: TRAFFIC DELAYS

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
ONE STOP PER COUNTY IS NOT UNREASONABLE.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
N/A

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__✓__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: T. Ward Date: 11/2/14

Address 1201 Main st Sebastian

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__X__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

__X__ Noise from moving trains
____ Noise from train horns or stationary crossing horns
__X__ Vehicle and pedestrian safety issues
____ Length of time it takes for the trains to pass through a street crossing
__X__ Emergency services access
____ Negative impact on our eco-system
____ Negative impact on structures
____ Local ability to deal with potential rail accidents
____ Vibration
____ General quality of life
____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____ Positively
____ Negatively
__X__ No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name:_____ Date: 11/3/14

Address_____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
____Negatively
__Y__No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
____Strongly oppose All Aboard Florida
__X__Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__Y__Increased safety measures along the tracks
__Y__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

____This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
__X__I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:
I DO NOT KNOW ABOUT THIS PROJECT THEREFORE HAVE NO COMMENT

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
NO

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
NO

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
____Negatively
__X__No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: MARK G LUND Date: 10/15/14

Address 1053 LOUISIANA AVENUE SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

___Positively
_X_Negatively
___No or minimal impact
Open Comment: (NO FENCING OR BARRIER ALONG TRACKS + BEHIND PEOPLES HOMES. MORE FREIGHT CARS DOUBLE STACKED / MORE NOISE MORE HORNS, MORE VIBRATION AND DESTRUCTION OF OUR HOMES + PROPERTY, MORE AIR HORNS BLASTING, GOING FASTER,

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

___Strongly support All Aboard Florida
___Moderately support All Aboard Florida
___Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
___Do not have enough information about this project to have a position
Open Comment: "ALL ABOUT FREIGHT."

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

_*_Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
___Access to a passenger rail stop in Indian River County
_*_Increased safety measures along the tracks
_*_No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below
ANTI-VIBRATION PADS BETWEEN STEEL RAILS AND CONCRETE & STEEL BEAM SUPPORTS.

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_*_This increase will have a negative impact
___This increase will have a moderately negative impact
___This increase will have no impact
___This increase will have a moderately positive impact
___This increase will have a high positive impact
___I do not have enough information about the projected number of trains to have an opinion

Open Comment:
TOO MANY ALREADY! ESPECIALLY EARLY IN THE MORNING - 4:30 AM - TILL 9AM! LOUD ONES.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [X] Other: DE-RAILMENT OF CARS / LOSS OF HOMES AND LIVES

Open Comment:
TOO CLOSE TO THE BACK OF MY GRAND KIDS HOUSE. I GARAGE IS WHERE THEY ARE PUTTING SECOND RAIL.

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
THEY NEED TO RENAME IT "ALL ABOUT FREIGHT" NOT ALL ABOARD FLORIDA

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
ONLY TO SAY THAT IS WHY CAPE CANAVERAL NOW HAS A HUGE SHIP CONTAINER UNLOAD FACILITY ALONG WITH MIAMI, BOTH WITH RAIL CONNECTION TO HAUL HUNDREDS OR THOUSANDS OF CONTAINERS A YEAR!

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
ITS TOO LOUD ALREADY, IF I AM IN THE FRONT YARD NOW AND THE TRAIN IS GOING BY I HAVE TO STOP TALKING TO MY PHONE + FRIENDS AS IT IS GOING BYE BECAUSE ITS SO LOUD YOU CAN NOT HEAR A WORD ANYONE IS SAYING. EVEN IF THEY ARE STANDING RIGHT NEXT TO YOU!

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

SEBASTIAN
HOME OF PELICAN ISLAND

Name: ELIZABETH WATSON Date: 10/29/14

Address 3204 E. DERBY DR, SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
_X_Negatively
____No or minimal impact

Open Comment:
STUCK TOO LONG AT CROSSINGS. EMERGENCY VEHICLES DELAYED

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
_X_Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
NOT NECESSARY

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
_X_Increased safety measures along the tracks
_X_No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
WHO ENDS UP PAYING FOR THIS WHEN INTERESTS WANS & IT GOES TOELLY UP OR AT LEAST REVENUE DROPS

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

_X_This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
WE LIVE VERY CLOSE TO TRACKS. OUR HOUSE SHAKES WHEN TRAINS GO BY. WE "LOOK FORWARD" TO THINGS COMING OFF SHELVES & WALLS.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: NOT MUCH LEFT

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
DO NOT NEED MORE

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:
DELAY IN GETTING TO DESTINATION WITH ALMOST CONSTANT TRAINS COMING THROUGH

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: STEWART & NANCY OLMSTEAD Date: 10/29/14

Address 4305 SHAMROCK CT SEBASTIAN FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__x__Negatively
____No or minimal impact

Open Comment:
TRACKS ARE BETWEEN US & HWY US1. APPREHENSIVE ABOUT GETTING TO OR ON HOSP. GETTING AMBULENCE OR FIRE TRUCKS ON TIME.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida *
____Do not have enough information about this project to have a position

Open Comment:
* COULD SUPPORT IF FREIGHT TRAINS WERE TO MOVE TO MIDDLE OF THE STATE.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__x__Increased safety measures along the tracks
__x__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__x__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
FREIGHT TRAINS CAUSE LONG CROSSING DELAYS NOW, SO, ANY INCREASE IN NUMBER WILL ADD TO THAT PROBLEM.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [ ] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [ ] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
FREIGHT TRAINS SHOULD BE MOVED TO CENTER OF THE STATE IF HIGH SPEED PASS. TRAINS USE COASTAL RR TRACKS.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment
SEE ABOVE

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: JIM METZGAR Date: 10/28/14

Address 2206 E LAKEVIEW DR

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

NONE

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
____Noise from train horns or stationary crossing horns
____Vehicle and pedestrian safety issues
____Length of time it takes for the trains to pass through a street crossing
____Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
____General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
__X__Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Name:_____ Date:_____

Address_____

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

__X__Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ____ Other: _____

Open Comment: Living in a senior park, it would be very difficult to get to Dr's & Hospital

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: I don't want them

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment They would be louder than passenger trains & don't think there is need for them

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ✓ Positively
- ____ Negatively
- ____ No or minimal impact

Open Comment: Again impossible to have an ambulance get through the tracks to hospital.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: KATHLEEN ROBERTS Date: 3 NOV 14

Address 3333 E. DERBY DR

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__✓__Negatively
____No or minimal impact

Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__✓__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

THERE ISN'T ANYTHING THAT COULD SWAY ME TO BE FOR AAF

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__✓__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
I FEEL THE VIBRATION WILL CAUSE NEGATIVE INFLUENCE TO STRUCTURE OF HOME, DECREASE PROPERTY VALUE, RESULT IN MAJOR TRAFFIC CROSSING SITUATIONS.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: EMERGENCY VEHICLE WAITTIMES

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
IT SOUNDS LIKE A SCAM FOR FREIGHT TRANSPORTATION OR THERE WOULD BE MORE STOPS ALONG THE TREASURE COAST. NO BENEFIT TO ANY TAX PAYER!!

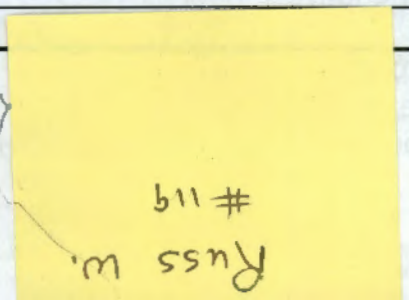
7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
IT IS A RIDICULOUS ENDEAVOR FOR MONEY MAKERS NOT RESIDENTS

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- ✓ Negatively
- ___ No or minimal impact

Open Comment:



CITY OF SEBASTIAN AAF SURVEY – response to DEIS

Name: Clara Beyer Date: 11-3-14

Address 3333 E. Derry Dr Sebastian, FL 32958 (Park Place)

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact

Open Comment:
Increased noise, pollution, time (wait) at crossings. Increased wear + tear on existing rail system.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:
See above & since I live on the west side of the tracks, as most people do, going to US1 would be increasingly difficult.

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below
My support for would not change - I am against All Aboard FL

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [x] Noise from moving trains
- [x] Noise from train horns or stationary crossing horns
- [x] Vehicle and pedestrian safety issues
- [x] Length of time it takes for the trains to pass through a street crossing
- [x] Emergency services access
- [x] Negative impact on our eco-system
- [x] Negative impact on structures
- [x] Local ability to deal with potential rail accidents
- [x] Vibration
- [x] General quality of life
- [ ] Other: _____

Open Comment:
All of the above

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?
Open Comment:
I have a hard time believing there are enough people commuting from Miami to Orlando to warrant this many trains!!

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?
Open Comment

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [x] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Donna Duheme Date: 10/30/2014

Address 4310 Shamrock Ct.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
emergency vehicles "people have died" waiting to cross tracks to hospital

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
__X__Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [ ] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [ ] General quality of life
- [ ] Other: _____

Open Comment:
It would be ideal if there was some way for this to go straight through the center of the state, away from populated areas

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
again emergency services access
a safer alternative for freight through center of state. the trains (freight) could be as long as they wanted

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Darrell Duheme Date: 10/29/2014

Address 4310 Shamrock Ct. Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact

Open Comment:
The greatest impact on myself and many others is the possible delay of emergency services because most residents live on the opposite side of tracks than the hospital.

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position

Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

____Noise from moving trains
_X_Noise from train horns or stationary crossing horns
_X_Vehicle and pedestrian safety issues
_X_Length of time it takes for the trains to pass through a street crossing
_X_Emergency services access
____Negative impact on our eco-system
____Negative impact on structures
____Local ability to deal with potential rail accidents
____Vibration
_X_General quality of life
____Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
The All Aboard Florida high speed passenger service should be placed in the middle of the state, away from pipulated areas.

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
Additional freight trains should also run through central Florida, not the populated areas on the east coast.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

____Positively
_X_Negatively
____No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Norma Pinto Date: 11/2/2014

Address 3206 E Derry Dr Sebastian FL 32958

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively

X Negatively

____No or minimal impact

Open Comment:

It's a disaster waiting to happen with NO BENEFIT to those between Orlando & ~~Ft Lauderdale~~ W Palm Beach - who will have the greatest demand

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida

____Moderately support All Aboard Florida

____Neither support or oppose All Aboard Florida

X Strongly oppose All Aboard Florida

____Do not have enough information about this project to have a position

Open Comment:

Death sentence for all who live near intersections and on the wrong side of rt 1 to the hospitals

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad

____Access to a passenger rail stop in Indian River County

____Increased safety measures along the tracks

____No local or federal taxpayer dollars are used to finance the proposed passenger rail service

Other? State below

I cannot think of anything that will change my mind about this

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

X This increase will have a negative impact huge negative impact

____This increase will have a moderately negative impact

____This increase will have no impact

____This increase will have a moderately positive impact

____This increase will have a high positive impact

____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
There is land el tracks to the West that could be used with little or no impact on so many people or businesses

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ✓ General quality of life
- ___ Other: _____

Open Comment:
I feel those in favor only care about making money for themselves & have not considered the welfare, safety & ability to maintain a business near the tracks

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Too bad neither Governor candidate would take a stand. They know it they say yes to them they would lose

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
We already have had damage to the structure of our home from the vibrations of the existing trains - How will ALL ABOARD handle that?

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ___ Positively
- X Negatively
- ___ No or minimal impact

Open Comment:
I feel there will be more than one fatality & many injuries at our intersection Barber & Rt 1. Also there could be many, many businesses that will have to close because of it - Where are they to go? I'm waiting to hear from them on how it's going to help us between Orlando & Miami -

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: Ann Browne Date: Oct. 28, 2014

Address 3200 E Derry Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
✓ Negatively
____No or minimal impact
Open Comment:

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
✓ Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

____Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
✓ Access to a passenger rail stop in Indian River County
✓ Increased safety measures along the tracks
✓ No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

✓ This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment:
Just to whom is this train benefitting

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- ✓ Noise from moving trains
- ✓ Noise from train horns or stationary crossing horns
- ✓ Vehicle and pedestrian safety issues
- ✓ Length of time it takes for the trains to pass through a street crossing
- ✓ Emergency services access
- ✓ Negative impact on our eco-system
- ✓ Negative impact on structures
- ✓ Local ability to deal with potential rail accidents
- ✓ Vibration
- ____ General quality of life
- ____ Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:
Frequency and speed of trains is a danger to all residents. Accidents do happen

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment
tracks should be provided away from residential areas for additional trains, both freight and passenger.

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- ____ Positively
- ✓ Negatively
- ____ No or minimal impact

Open Comment:
High speed train I perceive as a lethal weapon.

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: ART ORTH Date: 10-28-14

Address 3005 N. DERBY DR SEBASTIAN

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:

_____

_____

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

_____

_____

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
____Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

_____

_____

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Open Comment: EVERYTHING IS OF A NEGATIVE NATURE OF ANY INCREASE IN RAIL TRAFFIC.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [ ] Emergency services access
- [ ] Negative impact on our eco-system
- [ ] Negative impact on structures
- [ ] Local ability to deal with potential rail accidents
- [ ] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment: AN EXAMPLE OF MONEY ISSUES TRUMPING THE WELL BEING AND ENVIROMENT ISSUES IN A VERY NEGATIVE WAY

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment THERE ARE NO GOOD THINGS IN FAVOR OF HOME OWNERS

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

Open Comment: move rails to middle of the State.

5. What do you believe are the most critical issues of concern to the community as it relates to the proposed high speed rail passenger service and the increases expected in freight train traffic? Check all that apply.

- [X] Noise from moving trains
- [X] Noise from train horns or stationary crossing horns
- [X] Vehicle and pedestrian safety issues
- [X] Length of time it takes for the trains to pass through a street crossing
- [X] Emergency services access
- [X] Negative impact on our eco-system
- [X] Negative impact on structures
- [X] Local ability to deal with potential rail accidents
- [X] Vibration
- [X] General quality of life
- [ ] Other: _____

Open Comment:

6. Do you have any other comments you would like to provide in regard to the proposed All Aboard Florida high speed passenger service?

Open Comment:

7. Do you have any other comments you would like to provide in regard to an increased number of freight trains?

Open Comment CROSSING delays

8. Tell us how visitors to your home or customers/clients coming to your business will be impacted by the proposed high speed passenger railroad service and increased freight traffic?

- [ ] Positively
- [X] Negatively
- [ ] No or minimal impact

Open Comment:

CITY OF SEBASTIAN AAF SURVEY – response to DEIS

CITY OF SEBASTIAN HOME OF PELICAN ISLAND

Name: LYNNE METZGAR Date: 10/29/14

Address 2206 E. LAKEVIEW Dr.

1. We are interested in learning how you will be impacted by the proposed high speed passenger rail service that will run along the Florida East Coast Railway tracks which run the length of Indian River County. If positive or negative, please describe the specific ways in which you will be impacted.

____Positively
__X__Negatively
____No or minimal impact
Open Comment:
Sound Vibration

2. What is your general level of support for the proposed All Aboard Florida high speed passenger rail service?

____Strongly support All Aboard Florida
____Moderately support All Aboard Florida
____Neither support or oppose All Aboard Florida
__X__Strongly oppose All Aboard Florida
____Do not have enough information about this project to have a position
Open Comment:

3. My level of support for the proposed high speed rail passenger service may be positively influenced by the following factors - mark all that apply:

__X__Addition of "quiet zone" infrastructure at street crossings paid for by the railroad
____Access to a passenger rail stop in Indian River County
__X__Increased safety measures along the tracks
__X__No local or federal taxpayer dollars are used to finance the proposed passenger rail service
Other? State below

4. In the Environmental Impact Statement (Page 300 under "No Action Alternative"), it states that: ...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016.This is in addition to the proposed 32 high speed passenger trains. How do you believe this increase in train traffic will impact our city and county?

__X__This increase will have a negative impact
____This increase will have a moderately negative impact
____This increase will have no impact
____This increase will have a moderately positive impact
____This increase will have a high positive impact
____I do not have enough information about the projected number of trains to have an opinion

Dear Andrea Coy!

Hey! Mark Lund Here!

1053 Louisiana Ave. Sebastian.

I did not know who to give this to and I knew you would. Please help me get this to the right people! Thank You!

This is mine and other peoples Responses to:

Train Tracks,

(NOISE and VIBRATIONS), (Use Anti-Vibration Pad Isolators)

Info. Enclosed

AIR Horns Blasting Thru Intersections as Train goes thru Sebastian,

(Redesign Crossing Stations For High Speed Crossings That Don't Break Down) (NO MORE BLASTING OF AIR HORNS THRU SEBASTIAN)

And

A Safety Concrete 6 FOOT High Plus Barrier as seen in Construction Zones , Etc!!!

Or

6 FOOT High Plus Safety Fence with Barb Wire Top Wires.

Either one of the Above to Keep People, Kids, Animals from Wondering onto tracks and being Killed by a train going over 100 Miles Per Hour!!!!

PROPERTY TAXES DISMISSED!!!! Repairs and Damages to OUR HOMES From ALL THESE FREIGHT TRAINS and HIGH SPEED PASSENGER TRAINS DAY AFTER DAY AFTER DAY, YEAR AFTER YEAR AFTER YEAR!!!!!!!

1215 Indian river Dr
Sebastian, F. 32958
October 14, 2014

Mayor McPartlan and members of the city council:

As we learn more about the plans of All Aboard Florida it is clear this will be disastrous for Sebastian and all Treasure Coast residents and businesses.

A representative of AAF told the St. Lucie County Commission that two more train tracks (not one) are planned to run through our towns. So we can multiply the number of track closings that will cut off our people from their emergency room and doctors.

Just as upsetting is the fact that more freight trains will be running through our towns. A few nights ago a late night show cited the number of train wrecks throughout the US and Canada . These wrecks not only blocked rail crossings for hours, but killed town residents when freight trains carrying oil, gas and other dangerous cargo exploded sending walls of fire blocks wide.

Also cited was the fact that freight trains are pulling 100 cars at a time.

AAF has misrepresented their financial plans to the public. A now proven fact. So what about their stated plan to run high-speed passenger trains? Passenger trains are unprofitable. This explains no passenger train stops. But freight trains make money.

The expanded Miami Port is bringing in more large cargo ships that need transport of their cargo

Put these facts together and AAF plans are clear. They plan freight trains picking up ship cargo in Miami to move it north. Very bad news for all Treasure Coast towns where train tracks run right through high population neighborhoods.

I hope our city council will take a firm stand, on the record, against AAF.
Tell them to go to ----- I95.

Ruth Sullivan, Sebastian business and home owner

Oct 13, 2014

To: City of Sebastian

Re: All Aboard Florida & Quiet Zones

We all live in Sebastian & Indian River County for its Bedroom community & quiet living.

That seems this is all going to change for our communities in the next few years with All Aboard Florida & double the freight trains. What a disaster this will be for all living close to & even miles from the track, not to mention Emergency delays on the west side of the tracks.

This should be VOTED on by the people of the counties to be subject to such an invasion of our lives, this is like a dictatorship. Safty issues if Accident could destroy homes & life close to tracks.

This morning alone from Main St to the 512 the horn BLEW 13 times at 8:15 Am. Oct 13, 2014 3:40 Am horn blew 8 times at 5:13 Am 9 times. WE NEED TO SLEEP! WE NEED a QUIET ZONE.

Sleep is extremely ESSential to GOOD HEALTH, ask any Doctor & without a QUIET ZONE hundreds of Thousand of peple along RR Tracks & miles away will be effected with Health Issues.

All these trains will eventually

Compromise our homes & pools by shifting the ground within a short period of time loading cracks in floors, walls & pools.

What gives you people from All Aboard Florida the right to destroy so many wonderful communities.

What happens to Our Property Values, they will plummet, DO WE get a TAX Break as our homes become unsalable or Rental Property won't rent DUE TO 60 or more trains a day.

Why is this Happening, Where are our State Reps to protect TAX paying Citizens from losing what WE have worked so hard to achieve. Let them put this track thru their gated community if they want it so bad, & leave us alone, they don't want all this NOISE where they live!

C. Doyle
35 Palmer Dr.
Sebastian, Fl.
32958

P.S. Why should half the State be punished for people in Orlando & Miami areas only to BENIFIT?

Bite The Bullet Train

1.6 Billion Fed. Loan, Monitoring by Whom? Interest Rate? Payback time? Collateral? Lining Whose pockets? Crossing upgrades, ½ Million each, not included in this cost, Why not? Who actually will own this? Is there any stock available?

How many Commuters are there to support 32 trains? Vacationers to Disney with children don't go to Miami night spots and vise versa? Don"t know schedule. Will it even run at night?

How much for tickets? Profit margin for 3 year pay back of 1.6 Billion? If there was a $25 profit per rider it would take 64 million Passengers. 80 per car, 5 cars, 400 per train X 32 = 12800 per day into 64 million = 5000 days or 13.6 years. Without interest!

Where is parking located at each end? How much (3000 To 6000 cars)? Alternate transportation accessability for 400 people every 20 minutes? Traffic jams near terminals! Are there hidden property purchases involved? Who presently owns?

Top Speed is suggested at 130 MPH What is actual average speed due to bridges, Turns side tracks, etc.? What actual speed are they going to guarantee?

What is total time from entry of station to exit at other station? Any time savings from existing bus running at 70 MPH on 95? Any cost saving LOL

What is total Cost including parking or secondary transportation?

Has anybody tried to do 130 MPH on this run? Does anybody want to?

People get killed at 70 what happens when you almost double it?

Second track impact on existing businesses. Freight traffic will probably double at night. Get used to gate closings every 20 minutes. We all live on the wrong side of the tracks. AND don't forget Noise. Energy pollution? Don't even suggest local jobs.

LAW OFFICES

NEILL, GRIFFIN, TIERNEY, NEILL & MARQUIS

CHARTERED

311 SOUTH SECOND STREET

SUITE 200

FORT PIERCE, FLORIDA 34950

RICHARD V. NEILL[B]
J. STEPHEN TIERNEY, III
RICHARD V. NEILL, JR.[**]
RENÉE MARQUIS-ABRAMS[*]

[*]BOARD CERTIFIED WILLS, TRUSTS & ESTATES LAWYER
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[+]BOARD CERTIFIED CIVIL TRIAL LAWYER
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September 19, 2014

Via E-mail: tcnletters@scripps.com

Letters to the Editor
Scripps Newspapers
Post Office Box 9009
Stuart, FL 34995-9009

Re: All Aboard Florida

Dear Sir:

CSX Transportation is one of only five Class One railroads in the United States. CSX presently furnishes passenger rail service between Miami and Orlando via Amtrak. If high-speed rail is such a great opportunity, I wonder why CSX has not jumped at the chance to provide that service.

In fact, no railroad company is planning to provide the high-speed rail service. The current proposal is by a Wall Street hedge fund, Fortress Investment Group (FIG). Fortress bought the FEC in 2007 and has set up All Aboard Florida as a subsidiary. At Monday's meeting with the Board of County Commissioners, the All Aboard Florida representative acknowledged that the money being borrowed by All Aboard Florida would be used to build a second and third set of tracks that would be used by the FEC in its freight operations.

That's only half of the story. The first, second and third set of tracks and the roadbed will be owned by the FEC and will not be subject to the lien of the mortgage given by All Aboard Florida to secure its debt.

If All Aboard Florida should fail, then the FEC has the improved roadbed and the second and third set of tracks free and clear of any lien.

THIS WAS SIGNED
BY RICHARD NEILL

That strikes me like a bank lending someone the money to build and furnish a home and taking back a mortgage on only the furniture.

If the FEC is not willing to guarantee the loan to All Aboard Florida and secure it by a mortgage on the real estate and all improvements, then the loan should not be made.

With best regards.

Yours very truly,

Richard V. Neill

RVN/hmb
cc: Congressman Patrick Murphy
Senator Marco Rubio
Senator Bill Nelson
Mr. Pete Tesch, Economic Dev. Council
Florida Not All Aboard

Complaints About Railroad Growth Thru Sebastian: Today: 10/15/14

Today is a Perfect Example With All Railroad Crossings Thru Sebastian Broke Down and (ALL) Vehicles Unable To Cross. Personal Vehicles/Emergency Vehicles/Fire Trucks/Ambulances/My Grand Kids School Bus/Nothing Can Get thru Today. This Wednesday Afternoon @ 3:45 PM. Crossings have now been down for over an hour. I am even running late now to the meeting about All Aboard Florida to turn in my complaints! Well Here's the Perfect Example!!!! I even had to Park my vehicle and walk across tracks to make it to Today's Meeting!

My Complaints Are As Follows:

WE DO NOT NEED ANOTHER TRACK INSTALLED FOR MORE FREIGHT CARS SO THAT THE WALL STREET HEDGE FUND- (F.I.G)

(FORTRESS INVESTMENT GROUP)

CAN MAKE ITS INVESTORS MORE MONEY! WHILE WE WOULD HAVE TO DEAL WITH ALL THESE EXTRA TRAINS/VIBRATIONS FROM THE WEIGHT THAT IS DESTROYING OUR HOMES AND OUR PROPERTY VALUES! LOUD LOCOMOTIVE ENGINES SCREAMING THRU OUR QUIET COMMUNITY NIGHT AND DAY! AIR HORNS BLASTING AT ALL HOURS DAY AND NIGHT !

WE DO NOT NEED A HIGH SPEED PASSENGER TRAIN PERIOD BECAUSE THERE HAS NEVER EVER BEEN ENOUGH PEOPLE THAT TRAVEL BY TRAIN TO FINANCIALLY SUPPORT THIS.

THIS IS NOTHING BUT A LIE TO THE PEOPLE SO THAT MORE FREIGHT TRAINS WITH HUNDREDS OF CARS CARRYING THOUSANDS OF STACKED

CARGO CONTAINER SHIPMENTS CAN BE DELIVERED TO FURTHER FUND THE RICH!

VERY DANGEROUS CARGO TOO!!!!

THAT CAN DESTROY OUR TOWN IF THERE WAS A DE-RAILMENT OF CARS! DESTROYING HOMES THAT THESE TRAINS RUN RIGHT THRU THEIR BACKYARDS RIGHT UP AGAINST THERE HOUSES!

ALSO KILLING THE PEOPLE INSIDE.

(MY FAMILY LIVES ON THESE TRACKS-SEE PHOTOS INCLUDED!!!!!)

PORT CANAVERAL HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

MIAMA HAS JUST COMPLETED A HUGE CONTAINER UNLOADING OPERATION THAT CAN ALSO RECEIVE THE LARGEST CONTAINER SHIPS IN THE WORLD! ALSO CARRYING THOUSANDS OF 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON HUNDREDS OF RAILROAD CARS GOING RIGHT THRU OUR TOWN!

THE PANAMA CANAL IS CURRENTLY BEING WIDENED TO ALLOW PASSAGE OF THESE MASSIVE CONTAINER CARGO SHIPS THAT WILL BE UNLOADING MILLIONS OF TRUCK TRAILER 53 FOOT CARGO CONTAINERS THAT WILL BE DOUBLE STACKED ON RAILROAD CARS AND RUN RIGHT THRU OUR TOWN SO THE RICH CAN GET RICHER!

THERE IS NO REASON TO HAVE THIS SUPPOSED HIGH SPEED PASSENGER TRAIN, IT IS ALL ANOTHER SCAM TO COVER UP THE REAL

PLAN OF HAVING MORE FREIGHT CARS DOUBLE STACKED AND DOUBLE THE WEIGHT GOING THRU OUR COMMUNITY AND DESTROYING OUR HOMES AND PROPERTY VALUES!

AND WE RECEIVE ABSOLUTELY NOTHING FOR DEALING WITH ALL THIS!

QUIET ZONES WILL NOT BE ENOUGH!

TALL SECURITY TYPE FENCES RUNNING ALONG SIDE TRACKS WILL NOT BE ENOUGH!

THICKER RUBBER PADS TO REPLACE THE ¼ INCH PLASTIC VIBRATION PADS CURRENTLY INSTALLED BETWEEN CONCRETE RAIL SUPPORT AND SOLID STEEL TRACK RAILS WILL NOT BE ENOUGH!

A TALL CONCRETE SOUND DEAFENING WALL LIKE YOU SEE ALONG SOME HIGHWAYS TO BLOCK OUT THE VEHICLE TRAFFIC NOISES GOING INTO THOSE NEIGHBORHOODS WILL NOT BE ENOUGH!

THE CONSTANT DAY AND NIGHT RAILROAD CROSSING CLOSURES SO THAT ALL THESE TRAINS CAN PASS THRU OUR TOWN SO THEY CAN GET RICH IS A VIOLATION OF OUR FREEDOM:

TO TRAVEL TO STORES/HOSPITAL/RIVER/BEACH/SCHOOLS WHERE EVER WE WOULD LIKE TO GO TO BECAUSE OF ALL THESE TRAINS CONSTANTLY COMING THRU OUR TOWN IS UN-ACCEPTABLE!!!!

WE MUST NOT ALLOW THIS TO HAPPEN TO OUR SEBASTIAN!

I LOVE THIS TOWN AND MOVED HERE BECAUSE IT IS ONE OF THE LAST BY THE RIVER/KICK BACK/QUIET COMMUNITIES!

THEY WANT TO MAKE IT SO WE WILL ALL FEEL LIKE WE LIVE AT A TRAIN STATION NIGHT AND DAY! NO WAY! STOP THE TRAIN!

This is what I have to say about ALL ABOARD FLORIDA! STOP IT!

Sincerely,

MARK G LUND 1053 Louisiana Avenue

Sebastian Florida 32958

Marklund2002@aol.com

Cell# 321-626-0471

No Wonder the Bible Says:

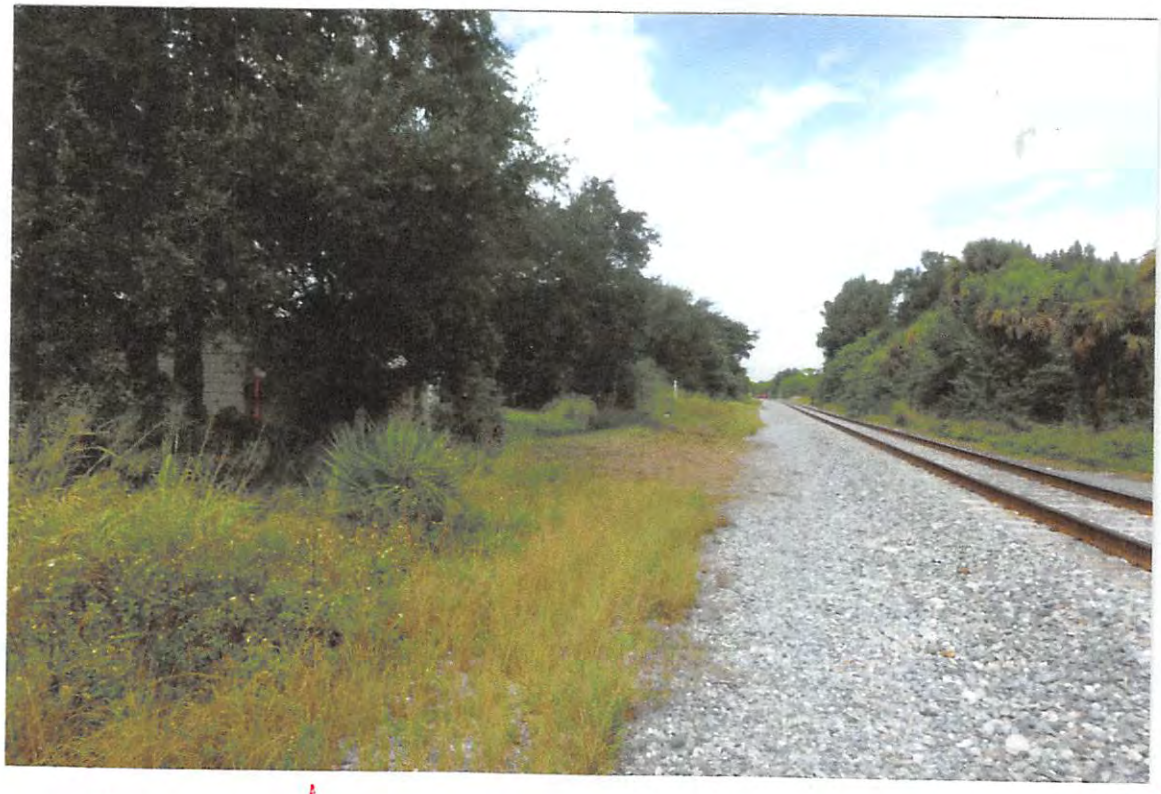
It is Easier for a Camel to go thru the Eye of a Needle,

Than for a Rich Man to Enter the Kingdom of Heaven!!!

It is Always About Making More Money!!!!! How Sad!!!!

At Our Expense!!!!!!!!!!!!!!

NOW!



LATER! WITH SECOND TRACKS!



AREA TO BE USED FOR SECOND FREIGHT RAIL TRACKS!



RAILROAD RIGHT-OF-WAY → ↑ ← HOUSE PROPERTY LINE!



VIBRATION PADS! 1/4" THICK AND BROKEN!

HIGH-SPEED PASSENGER TRAIN!

103.34 MILES AN HOUR!





HOUSE PROPERTY LINE!

RAILROAD RIGHT-OF-WAY! PROPERTY LINE!

Port Canaveral's new cargo era is born



Port Canaveral and Gulftainer signed a deal that will increase the Port's cargo business for years to come. By Craig Rubadoux and Tim Walters Posted June 23, 2014

Dave Berman and Wayne T. Price, FLORIDA TODAY *6:45 p.m. EDT June 23, 2014*

The deal, in the works for a year, was known as 'Project Pelican.'



(Photo: FLORIDA TODAY FILE)

Port Canaveral's new cargo era is underway.

The port and a unit of a United Arab Emirates-based company signed a 35-year deal Monday for the company to operate a cargo terminal at the port.

Port officials say the deal with privately owned Gulftainer and its new U.S. unit, GT USA, would create 2,000 direct and spinoff jobs when fully operational, including 500 at the port itself. They said Gulftainer plans to make a $100 million investment locally in infrastructure, equipment and staff.

"Gulftainer has an incredible history of success, expansion and growth, and will be invaluable partners," Canaveral Port Authority Chairman Tom Weinberg said. "They are a great partner for the future. This is an incredible new chapter here at Port Canaveral. This is a true game-changer that will strengthen our cargo operations."

Port Canaveral Chief Executive Officer John Walsh said Monday's signing ceremony at the port's Cruise Terminal 6 is the celebration of "a new beginning here" — one in which cargo begins to emerge from the shadows of the port's huge cruise business.

Walsh said Monday was the culmination of a two-year effort to bring Gulftainer to Brevard County, dating back to initial contacts with the company by Walsh's predecessor, Stan Payne. Walsh renewed discussions with Gulftainer when he became CEO a year ago.

What helped seal the deal with the company, Walsh said, was the port's acquisition of two massive cargo cranes and its plans for rail connections to the port.

Badr Jafar, chairman of the executive board of the Gulftainer Group, said he expects his company eventually would handle 700,000 containers a year from Port Canaveral.

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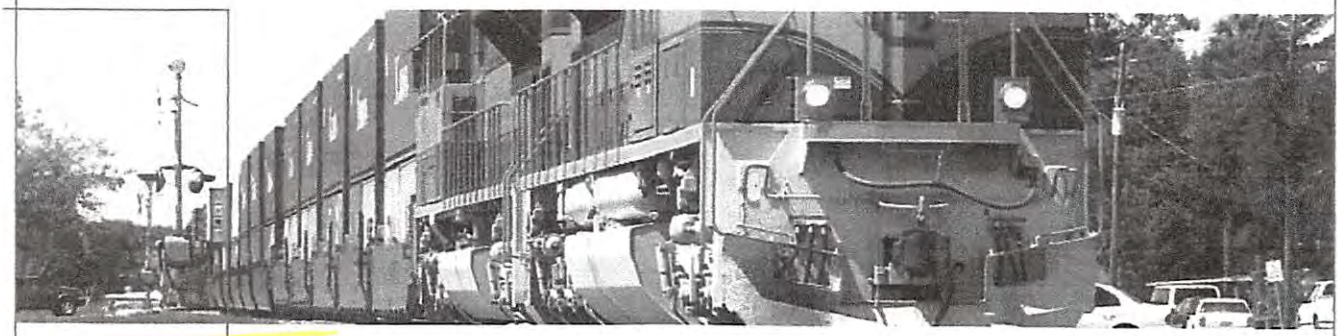
Customer
Care

About
The Port

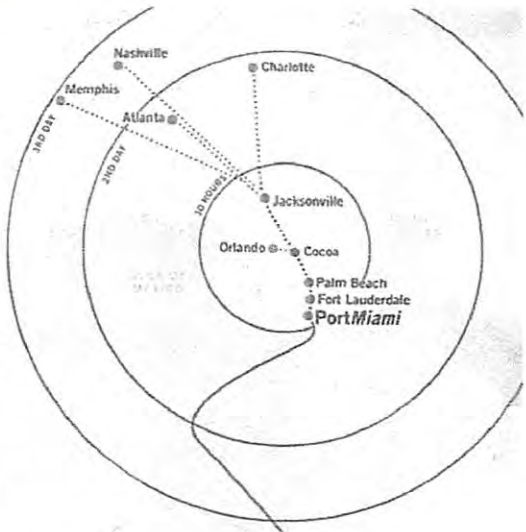


On-dock Rail

The PortMiami-Florida East Coast (FEC) Railway connection offers the fastest access to Southeastern U.S. consumer markets.

PortMiami is an oceanfront port with only 2.5 miles from buoy to dock which reduces pilot costs and improves turn-around times. With FEC Railway offering backhaul opportunities to increase roundtrip efficiencies, the port offers significant opportunities to save money and time.

- 50-foot channel
- On-dock intermodal rail service
- Direct highway access via tunnel
- Foreign Trade Zone 281
- Convenient customs service
- Super Post-Panamax cranes
- Up to 1.5 million sq. ft. of dry and refrigerated
- Warehouse / distribution and transloading space co-located with the FEC intermodal ramp



Phase One of the rail restoration project was completed in October 2013. The scheduled completion of Phase Two is summer 2014, and the final phase is scheduled for completion, making the track fully operational, by the end of 2014. Once complete, PortMiami will have 9,000 feet of track and will be running daily train service.

Increased Speed To Market

Deepening its channel to –50 feet, PortMiami will be the closest U.S. port to the Panama Canal able to berth mega-ships from Asia following completion of the Panama Canal expansion, expected in 2016. Featuring on-dock rail service from FEC

Select Language



RAIL ROAD TRACK
ANTI-VIBRATION RAIL TO CONCRETE
VIBRATION PADS

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Hot Search

anti vibration rubber pad

Partnership Agreement

Partnership Agreement Template. 100% Free. All States. Start Now!



Price: US $ 4 - 5 / Piece

Brand Name:
Model Number:
Country/Region: China
Post Date: Mar 05,2012
(about 0 Reviews)



Product Description: anti vibration rubber pad

1) anti vibration rubber pad Available materials: silicon, NBR FKM SBR NR EPDM CR
2) All manufacturing process confirm to the ISO9001
3) RoHS directive compliant green products
4) Rapid development line from drawing, toolin design to mold support and samples
5) Customers desighs and specifications are accepted
6) Avaailable in various sizes and colors
7) Rubber pad use in machine

Supplier Details:

Ningbo Yinzhou Dali Special Rubber and Plastic Co., Ltd.

Sales: Mr. Jack Luo
Contact Phone: 86-574-88037368
Main Products: Seals
Business type: Manufacturer

Contact Supplier

THIS IS WHAT SEBASTIAN NEEDS ON ALL ITS TRACKS GOING THRU OUT TOWN TO KEEP ALL THE VIBRATION AND SOUND DOWN! 3 INCHES THICK RUBBER-STEEL TRACK ISOLATORS! COMPANY TO 1/8" INCH THICK!

SPONSOR AD

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Ningbo Yinzhou Dali Special Rubber And Plastic Co., Ltd.

anti vibration rubber pad



See larger image

FOB Price:	US $ 4 - 5 / Piece | Get Latest Price
Min.Order Quantity:	500 Piece/Pieces
Supply Ability:	100,000 Piece/Pieces per Month
Port:	NINGBO SHANGHAI
Payment Terms:	L/C,D/P,T/T

Contact Supplier Leave Messages

You May Li



Ningbo Yinzhou Dali Special Rubber And Plastic Co., Ltd.
China (Mainland) | Manufacturer, Trading Company | Contact Details
Key Strengths
Comprehensive capabilities verified by Bureau Veritas
Top 3 Markets:
North America 50.00%, Eastern Europe 19.00%, Africa 10.00%
Experience:
Established 2001
25 years OEM
Search products here
Product Showcase
Product Categories
Knobs
Oil Filter Rubber Gaskets
Rubber Seal Ring
Bakelite
Rubber-Iron Pieces
Sponge Gasket
Rubber O-ring
Rubber Pad

Product Detail

Report Suspicious Activity

Quick Details

Type: Other Material: SBR Rubber Place of Origin: Zhejiang, China (Mainland)
Material: anti vibration rubber pad Name: rubber pad

Packaging & Delivery

Packaging Details: 1, ONE BOUBBLE BAG ONE PCS 2, CARTON 3, WOODEN PALLET
Delivery Detail: 30 DAYS

Specifications

1,Rubber pad Made by SBR material with steel
2, Rubber pad uper and below is steel
3, Rubber pacould produce by cusotmer desig

1) anti vibration rubber pad Available materials: silicon, NBR FKM SBR NR EPDM CR
2) All manufacturing process confirm to the ISO9001
3) RoHS directive compliant green products
4) Rapid development line from drawing, toolin design to mold support and samples
5) Customers desighs and specifications are accepted
6) Avaailable in various sizes and colors
7) Rubber pad use in machine

Email to this supplier

From: marklund2002@aol.com
Enter email or Member ID.
To: Mr. Jack Luo
Leave Messages
Message:





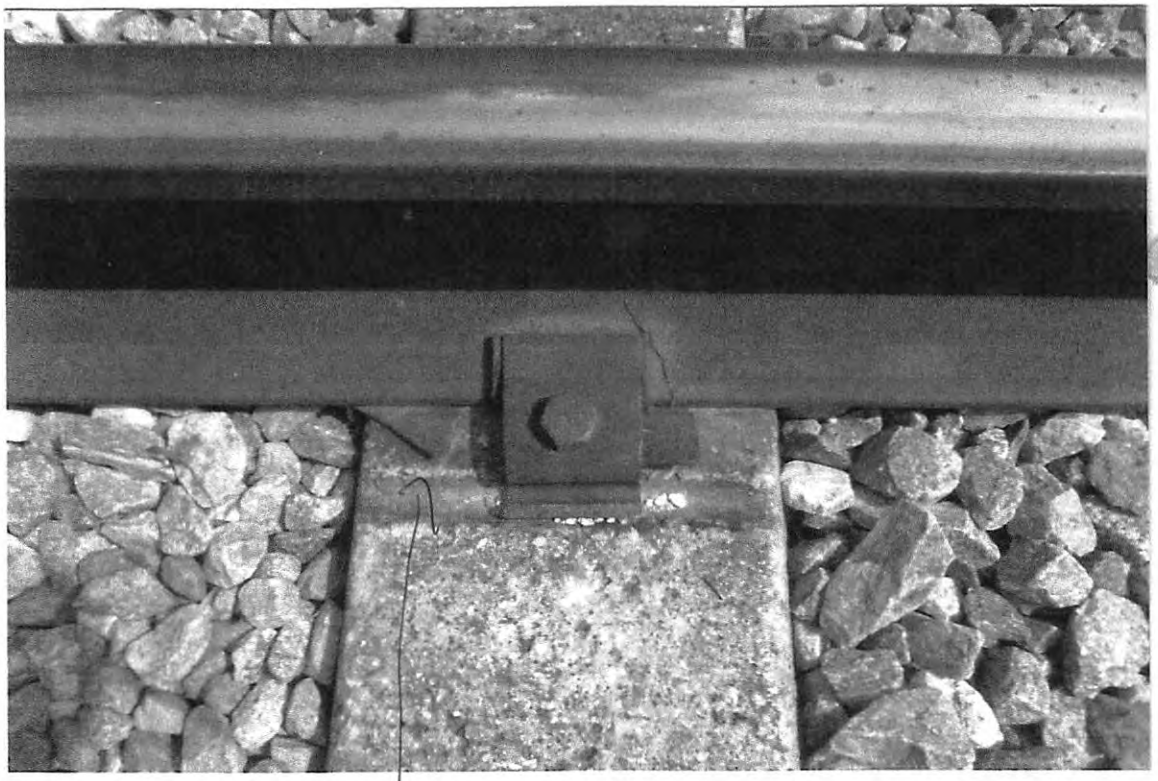
↑F.E.C PROPERTY LINE



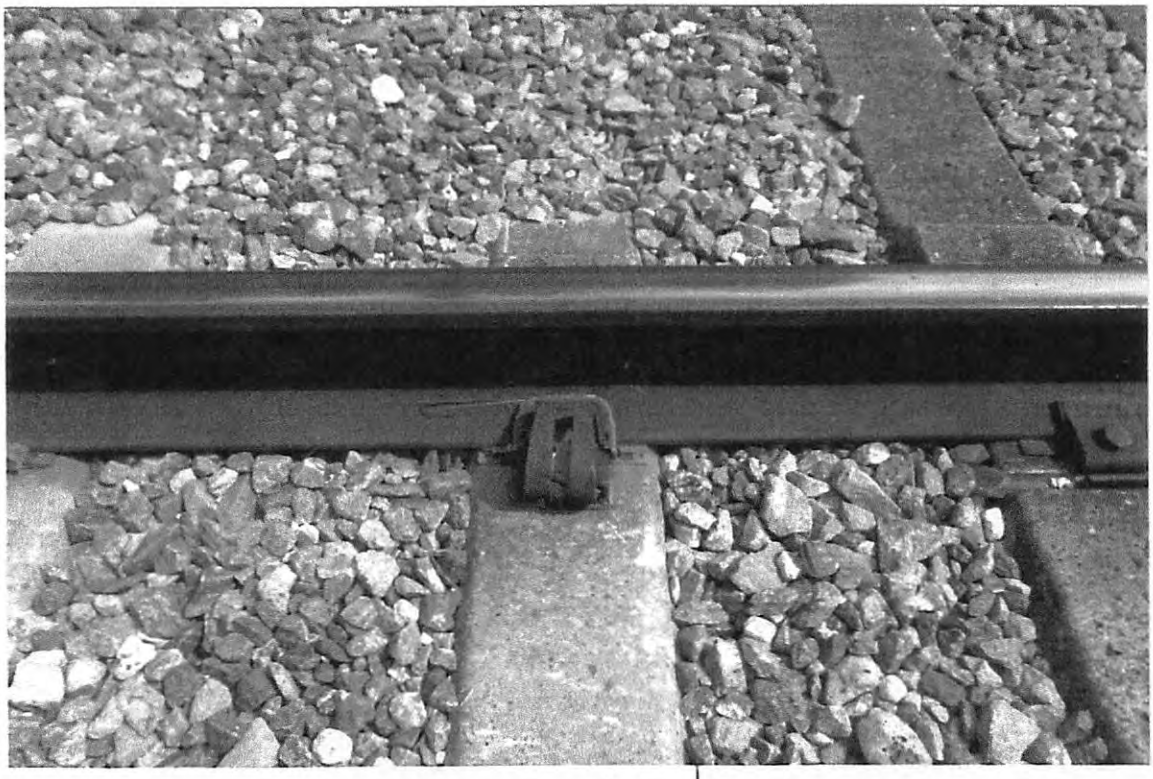
NEW TRACKS



NEW TRACKS



1/8 - 1/4" INCH THICK PAD!



NO PAD!

Indian River County
Chamber of Commerce

DATE: November 5, 2014
To: Federal Railroad Administration
FROM: Penny Chandler, President
Indian River County Chamber of Commerce
1216 21st Street
Vero Beach, FL 32960
772-567-3491
director@indianriverchamber.com
RE: Draft Environmental Impact Statement
PROJECT: "All Aboard Florida"

Overall DEIS review summary and comments: After review of the DEIS for All Aboard Florida (The Project), we believe it is inadequate. The information regarding Indian River County, Florida and its communities that will be impacted by All Aboard Florida – Sebastian, Gifford, Vero Beach as well as the county along or near the railroad is incomplete.

Support information and appendices are missing from the report. Reputable local historians and cultural heritage experts from Indian River County were never contacted. The DEIS attempts to pass off contacts used in the southern portion Phase 1 of the project (Palm Beach to Miami) as representing and commenting on Indian River County. This is unacceptable, the representation is inaccurate, and the study not at all reflective of our cultural heritage information.

The document is inadequate in addressing primary concerns of the project on our cultural heritage sites, mitigation during demolition and construction of the San Sebastian Bridge, wildlife, social justice and the treatment of the Gifford community, and businesses. Many of the assumptions made in the DEIS are unsupported. Some statements in the report are in conflict with statements made in other parts of the report. Some of what is in the report does not match what has transpired in discussions with All Aboard Florida representatives in our community. For instance, the Gifford community was not told about the impacts the All Aboard Florida project will have in their community.

Indian River County is a *"Donor"* county to this All Aboard Florida project. There are no direct positive economic benefits to Indian River County, Sebastian, Florida, or Vero Beach, Florida and including the Gifford community.

The Indian River County DEIS community meeting held on November 5, 2014 at the Indian River State College, Mueller Center was a representation of those

items that All Aboard Florida desired to discuss and not necessarily those items of critical importance to the members of the Indian River County community. The project maps that were displayed by Federal Railroad Administration at this community meeting did not even have the names of the towns in Indian River County that will be impacted by All Aboard Florida project! For the record, those towns are Sebastian, Florida and Vero Beach, Florida.

Photo of map on display at public meeting is shown below:



We urge that the Federal Railroad Administration, the All Aboard Florida consulting firm, and All Aboard Florida principals Final EIS incorporate provisions that will address the issues outlined in this DEIS response document and in every other DEIS response document provided by all agencies, organizations, individuals, and governments in Sebastian, Florida, Vero Beach, Florida and Indian River County, Florida.

COMMENTS AND CONCERNS

From the Summary
S-18 last paragraph, states *that "The Project will not adversely affect ("use") and public parks, recreation areas, or wildlife refuges. Collectively, these properties are protected under Section 4(f) of the department of transportation Act, as are historic properties."* On page S-19 the text continues stating *that "The existing N-S Corridor bisects two of these Section 4(f) recreation resources" and names "Hobe Sound National Wildlife Refuge and Jonathan State Park."*
RESPONSE: It fails to recognize that historic Pocahontas Park, the Heritage Center and the Vero Beach Community Center which are all located in an historic park. The document does not include any input from local authorities at Indian River County, Sebastian or City of Vero Beach.

- **How will the consulting group address the obvious lack of communication with the Cities of Vero Beach and Sebastian, Indian River County government and local knowledgeable organizations and individuals?**

S-19 Visual and Scenic Resources states that *"veiwsheds along "N-S Corridor would remain primarily unchanged."*
RESPONSE: This area of the document addresses mostly those areas along SR528 while barely noting the railway immediately adjacent to US 1 that runs from Titusville (in Brevard County) through Wabasso (in Indian River County).

See map and information below and on next page of Indian River Lagoon National Scenic Byway which was taken directly from U.S. Department of Transportation, Federal Highway Administration website for "America's Byways. According to this U.S. Department of Transportation website: http://www.fhwa.dot.gov/byways/byways/16199/maps

Indian River Lagoon National Scenic Byway

National Scenic Byway • Florida
Length 150.0 mi / 241.4 km
Time to Allow Take four hours to drive or two days to enjoy the byway.
Fees There are no fees to drive the byway; however, some of the state and federal lands charge park fees.

The Indian River Lagoon National Scenic Byway gives access to a National Estuary providing habitat to more species than anywhere in North America. History buffs, bird watchers, anglers, surfers, swimmers, boaters, and vacationers will find excitement at a national seashore, wildlife refuges, state park, museums, the Kennedy Space Center, beaches, and waterways.



Continued Response: Our County's economy is deeply rooted in a thriving eco-tourism industry. The Indian River Lagoon is a tourism generator from activity on the lagoon itself to the Scenic Byway mentioned here. According to Florida Atlantic University Harbor Branch, the lagoon "stretches along 40% of Florida's east coast and yields an estimated $3.7 billion annual economic impact for the state."

- All of the above information should be included in the EIS.
- "viewshed" impacts should be acknowledged and mitigation named.

Section 4: Affected Environment

Land Use and Transportation

Section 4 Appendices have been omitted from the DEIS.

- **Why?**
- **How will this be corrected?**
- **Public opinions on certain sections are difficult to make without appropriate support information.**

Omitted appendices:

- 4.1.1-A Existing land use maps
- 4.1.3-A USCG cooperating agency acceptance
- 4.1.3-BUSCG jurisdictional determination
- 4.1.3-C Navigation discipline report
- 4.2.4-A Potential contaminated sites aerial photographs

- 4.3.1-A USCG Coordination meeting notes August 12, 2013
- 4.3.3.-A Characteristic plant species
- 4.3.5-A EFH assessment
- 4.3.6-A Rare species survey reports rare species consultation areas
- 4.4.2-A Minority populations
- 4.3.6-B Poverty populations
- 4.4.5-A SHPO consultation materials
- 4.4.5-B Cultural resources proximate to the project corridor
- 4.4.6-A Noise and vibration contours

Physical Environment

4.3.3 Natural Environment/Wetlands

The DEIS does document direct and indirect impacts to wetlands, protected species, and habitats.

RESPONSE: However,

- **the DEIS is inadequate for proper review because no N-S Corridor FLUCCS maps or habitat and wildlife impact area maps were provided at a proper scale to verify conflicts between the proposed railroad improvements and the habitat type or associated species.**
- **There was no wetland maps shown to verify were track expansions and passing lanes would conflict with isolated wetlands.**

4.4.5 Cultural Resources

Table 4.4.5-2 Certified Local Government/Local Informant Contacts Regarding Potentially Locally Designated Cultural Resources.

RESPONSE:

- **No one from the public or private sector in Indian River County, City of Sebastian or the City of Vero Beach was contacted for information regarding cultural resources.**
- **County authorities were completely overlooked.**
- **This table names Brevard, St. Lucie and Palm Beach County only.**
- **This is incomplete and inadequate information.**
- **Who will be contacted in Indian River County to provide this information?**
- **How will the consultants incorporate this information into the EIS?**

Further, 4-122 states *"Normally, archeological and other below ground resources will be affected by ground disturbing activities..."* as compared with above ground and that survey methods differ because of those differences. At the bottom of 4-122 it addresses the N-S Corridor and *says" the Area of Potential Effect was limited to the footprint of subsurface activities within the existing approximately 100 foot wide FECR Corridor. The historic resources APE included the N-S Corridor as well as 150 feet on either side of the N-S Corridor to allow for consideration of indirect impacts."*

RESPONSE: **Archeological Site Significance:* The Old Vero Ice Age Site is west, east and under the FEC tracks. Recent excavations by Merceyhurst at a location immediately adjacent to the railroad have uncovered meaningful artifacts and information from the "Vero Man" Sites that continue to support that people and a large variety of extinct animals were in Vero 12,000 to 14,000 years ago. The local continued archaeological activities are essential for providing further information about the earliest inhabitants of the world as well as Florida. In the future, we believe the positive impact on the scientific community, as well as on Florida, Vero Beach and the region, will be profound.

This archeological site has been found eligible as a national historic site. The site will also most likely be considered as a potential World Site as a bone etched with a mammoth found near this site and was authenticated to be over 12,000 years old demonstrating that humans and animals coexisted in Florida during prehistoric times. The art has been declared by top anthropologists as the *"oldest, most spectacular and rare work in the America's."*

Other archeological findings have been made at additional sites along the FEC tracks going northward from the Merceyhurst site at the Main Relif Canal through Gifford ("Gifford Bones" site) and into Sebastian.

Plans for this AAF project have not been developed to a point where our community can comment. As a result, we do not know what impacts there will be on specific archeological sites. For instance, there has been no bridge plan for the area at the location of the Old Vero Ice Age Site.

- The "Gifford Bones" site is not addressed or identified. Therefore no mitigation is issued. Should be included in the report.
- Impacts and the mitigation of impacts from All Aboard Florida on these areas is not addressed but instead completely overlooked or ignored. Site identification, impacts of All Aboard Florida laying added tracks and the additional vibration and mitigation of same needs to be noted in the final report.
- Other sites along the track ridge are known. How will these important sites be accessed for archeological study?
- Sites along the canals and the bridges are at most risk. How will these be handled during Phase 2?
- How do we make further comments about this if the bridge plans for the location of this archeological site are not complete and available to the public?
- How will information about the archeological sites in Indian River County be included in the EIS?

COMMENTS
4.4.5.1 Methodology
Page 4-124

Consultation

This page recounts meetings between AAF and SHPO. It appears there were several determinations established:

- March 28, 2013 SHPO meets with AAF and determines that the need to coordinate with historic preservation planning representatives for the West Palm Beach to Orlando phase of the project "was not warranted."
- DEIS states that five public "scoping" meetings were held and that those meetings "provided adequate opportunity for consultation."
- "SHPO determined that no additional separate Section 106 meetings were necessary."
- Evidently "scoping" meetings were held in other counties but not in Indian River County. And, in Indian River County there were no public notices for "scoping" meetings outside our county.
- Appears the only archeological site identified in the DEIS in the way of the Project is located in Hobe Sound National Wildlife Refuge.
- We learned that Janus research contacted five CLGs and local informants. NONE in Indian River County. We understand these "determinations" went on before the DEIS was released.

Response: Indian River County was completely ignored in this part of the process. Local representation was totally dismissed without further consideration or notification to local representatives. There were no "scoping" meetings held and no publicly advertised "scoping" meetings in Indian River County while there were dozens of such public notices in Ft. Lauderdale, Orlando and Miami. This oversight completely undermines this part of the Section 106 (National Historic Preservation Act), Section 4(f) Federal Transportation Act, and the EIS process.

- **How will FRA and AAF address and correct this oversight?**
- **How will Indian River County be included at this point in the overall DEIS process?**
- **It appears that, at the highest levels, the "standard" NEPA process was somehow mixed with the "integrated" method. To our knowledge, this is the first time this has been done. Why?**
- **We are very concerned about the lack of outreach to [only] CLGs and [certain] local informants and believe this denigrates the DEIS process and intent of benchmarked historic preservation guidelines.**

Section 5: Environmental Consequences

Land Use, Transportation and Navigation

5.1.1 *While the DEIS indicates little or no adverse impacts and states that Indian River County supports efforts for passenger rail,*

RESPONSE: It does not indicate the passionate opposition Indian River County Government, Sebastian City Government, Vero Beach Government, and others have for this project which is not simply about "passenger" rail service but also to deliver increased freight services and the impacts of that freight service on the community.

- **Indian River County adopted a resolution opposing All Aboard Florida and does not believe the Project fits into the planning for this community.**
- **Indian River County Chamber of Commerce endorses the County's resolution opposing the project.**

On page 5-5 the DEIS states *"The MCO Segment and N-S Corridor under the Action Alternatives would not bisect any privately owned properties…"*
RESPONSE: However, the project will completely bisect the City of Vero Beach, its residents and its medical and business services.

On page 5-6, Table 5.1.2-1 regarding grade crossings refers to the highest volume intersections in Indian River County at Oslo Road and SR 60 east and west. Page 5-12, Table 5.1.2-4 indicates that passenger rail will travel at 106.6 mph through Indian River County which includes these 3 highly traveled intersections/crossing. Page 5-8 mentions that *freight will see an increased length in trains but states that there will be "minor" roadway closures and "minimal" impacts to existing conditions.*
RESPONSE: These statements fight with one another and it is clear there will be significant negative impacts to crossings themselves, delays in traffic due to crossing closures, and significant impacts all of the above will have on our residents, public safety equipment, employees, goods being transported, school bus and Senior Resource GoLine public bus schedules, and visitors traveling east and west in our community.

Although the DEIS is triggered only by the All Aboard Florida passenger rail request for a RIF loan, the DEIS does note that FEC freight traffic (once the FEC line is double-tracked and the Panama Canal is opened) will increase. Vibration levels as indicated in the Table 5.1.2-4 clearly state that current number of freight is 22 per day traveling at 54.2 mph and the proposed passenger will be 32 trains per day t(to start) at 106.6 mph.

- **The vibration issue should reflect the identification of the additional freight and mitigation measures should be identified.**

Senior Resource Association public bus GoLine: Increased rail crossing closures may present an obstacle in adhering to transit schedules.

- **Will FEC and All Aboard Florida be required to coordinate with all public and private local fixed route providers in the corridor to minimize these impacts?**

48% of Indian River County population is over the age of 50. Increased rail crossing present a concern for this population to be on time for medical appointments. There is an added risk component to rail crossing since the horns will be on a static pole with reduced horn sound. Individuals with decreased hearing abilities and other handicaps will be at a greater risk in an attempted crossing when a train is approaching.

- How will this disability issue be handled by AAF? There is not mention in the DEIS.

Physical Environment
5.2.2 Noise and Vibration
Page 5-39 states there will be "*minor vibration impacts along the N-S Corridor due to the increase (approximately doubling) of vibration events as a result of adding passenger train service to the existing freight operations.*"
RESPONSE: This is not accurate. Existing freight today is 8-10 trains daily. Add to 32 proposed N-S passenger trains totals 40-42 trains daily. Table 5.1.2-4 on page 5-12 shows clearly that by 2019 there will be 22 freight trains daily. That does not even consider the number of trains following the opening of the Panama Canal and even more trains to accommodate the Port of Miami.

- Using the number reflected in Table 5.1.2-4 the total trains daily would be a minimum of 52 trains (not 42 as stated)

Along the Vero Beach section of the tracks, the Indian River County Chamber of Commerce has a new (C.O. 2009) 2-story, $1.5 million structure used a community visitor center and business center. There are also multiple cultural historic facilities/tracts which include the Old Vero Ice Age Site (*archeological site), the historic Vero Beach Train Station, Heritage center building, and the historic City of Vero Beach electric plant. The argument we have heard is that these structures are already impacted by train traffic. However, today that traffic is 8-10 trains each day not 42 or more which will put additional vibration on these structures.

- How will new and old structures be impacted by the additional vibration from the increased number and length of freight trains as projected in the DEIS document?

As stated above in the 4.4.5 response –

**Archeological Site Significance:* The Old Vero Ice Age Site archeological excavation site is immediately adjacent to the FEC tracks on the east side. However, the archeological site itself is east, west and under the existing track bed. Recent excavations have uncovered meaningful artifacts and information from the "Vero Man" Sites that continue to support that people and a large variety of extinct animals were in Vero 12,000 to 14,000 years ago. The local continued archaeological activities are essential for providing further information about the earliest inhabitants of the world as well as Florida. In the future, we believe the positive impact on the scientific community, as well as on Florida, Vero Beach and the region, will be profound.

This archeological site has been found eligible as a national historic site. The site will also most likely be considered as a potential World Site as a

bone etched with a mammoth found near this site and was authenticated to be over 12,000 years old demonstrating that humans and animals coexisted in Florida during prehistoric times. The art has been declared by top anthropologists as the *"oldest, most spectacular and rare work in the America's."*

There are additional documented archeological sites located in the northern, northeastern and mid sections of Indian River County. The DEIS has not dealt at all with any archeological finds in Indian River County. And there have not been contacts made with those in Indian River County who are knowledgeable to comment.

- How will the consultant address the remaining archeologically significant sites within Indian River County and describe mitigation of damages to those sites?
- Other response questions on this topic are named in response above 4.4.5

Natural Environment
5.3.6.2 Environmental Consequences
It is specifically stated *that "scrub jay meta-populations were not fully evaluated."*
RESPONSE: Scrub Jays are vulnerable to mortality due to collisions with moving vehicles. This is inadequate for proper review and decision making. Habitat loss, incidental take, and mitigation should also have been discussed.

- Why wasn't this information fully evaluated?
- It is necessary that the Final EIS and the All Aboard Florida project substantively address Scrub Jay mortality and incidental take due to collisions with train sets in the Final EIS?

The DEIS relies on mitigation banking for wetland impact compensation.

- There are not available mitigation banks in all water management basins, therefore if there are areas of isolated wetland impacts in some areas of the project no mitigation is available as proposed.
- This is inadequate and lacking in information as presented.

5.3.3 Wetlands
Page 5-81-91
This section addresses and identifies wetland governing regulations and discusses the types of impacts. Several instances where it states minor or no impacts.

RESPONSE:

- **The consultant needs to address/confirm available appropriate wetland mitigation banks for each wetland type per impact basin individually.**

5.4 Social and Economic Environment

Page 5-48 states in the first paragraph that the project will result "in an increase in future noise levels and the potential for noise impacts."

RESPONSE: It is our opinion that this will result in increased difficulty to maintain and operate businesses efficiently and effectively at or within 100 feet of all crossings/intersections of the railway. The increased noise and vibration will be coupled with additional noises and vibrations from sounds emitted from the wayside horns.

- **There are no maps available and no back up provided in the DEIS that demonstrate the amount of land owned by FEC.**

About 100 yards from the US 1 Ponce de Leon intersection in Vero Beach are over 150 residents, mostly elderly who will also be inflicted with noise from the wayside horns.

The DEIS further states that "the Project will not displace any businesses (page 5-127)" and that the "Project would have beneficial regional economic impacts from increased economic activity, tax revenues, construction jobs, and associated spending."

RESPONSE: Economic Impact:
As an example, the pet store (Cindi's Pet Center) located at 721 US 1, Vero Beach is immediately adjacent to the 7th Street crossing. The shop will most likely need to be relocated or will close due to the increased noise and vibration impacts on fish, reptiles, birds and dogs.

5.4.1 Communities and Demographics, 5.4.1.1 Environmental Cosequences

Page 5-121 of the DEIS states that *"would not result in residential displacement, neighborhood fragmentation or loss of continuity between neighborhoods."*

RESPONSE: While this statement may be true in 2014, Table 5.1.2-4 clearly shows an increase to the total number of trains to 54 daily in 2019 (4 years from now). This table also shows that the 32 passenger trains are moving through Indian River County at speeds over 106.6mph and freight at 54.2 mph in 2019. Of particularly concern are the elderly drivers and those who depend on foot or bicycle to cross over the tracks to get to medical appointments and go to their place of employment.

- **The argument that the rail line has already been in place and creates no changes simply is not acceptable when both the number of trains and the speed at which they will travel more than doubles by FEC estimates by 2019. Does not compare apples to apples.**

- **How will these facts presented in the DEIS (above) not change neighborhood continuity?**
- **What will be the impact on property values and desirability of neighborhoods near the tracks?**

5.4.1.2 Indirect and Secondary Impacts

On page 5-123 the DEIS the writer describes population and transit growth in South Florida. It goes on to state that All Aboard Florida would be an improvement to address roadway congestion and increase the ability to transport people between major South Florida cities.

RESPONSE: This section only addresses issues from West Palm Beach through Miami. Statements made in 5.4.1.2 do not reflect the northern Phase 2 past of the project. While this may be true between Palm Beach and Miami, it is not at all factual for Brevard, Indian River, St. Lucie and Martin Counties. There are no stops in any of these four northern route counties. These four counties are *"donor counties"* with no immediate or near-future consideration for any benefit but will encounter tremendous loss of mobility, peace and quiet and quality of life with an additional 32-passenger trains and estimated doubling of freight.

5.4.2 Environmental Justice

Page 5-123 it is stated that this section describes the potential effects to minority and low-income populations *Page 5-121 of the* DEIS states that *"would not result in residential displacement, neighborhood fragmentation or loss of continuity between neighborhoods."*

RESPONSE: Again, this statement does not hold up and will no longer be factual when an additional 32 passenger trains a day are blowing through Indian River County at speeds of 106.6mph in 2019. (Table 5.1.2-4)

According to the local history book "*Hibiscus City*", When Henry Flagler built the rail line there was a dispute with the John T. Gifford family over land Flagler wanted for his railroad. To retaliate for the delay of the desired rail extension, Flagler's surveyors named a small labor camp, an exclusive Negro community, "Gifford." Today, Gifford remain a largely non-Hispanic black and low-income population (average annual wage $20,373 2012 U.S. Census) with many struggles. The area has maintained 2 and 3 tracks and is the only area of Indian River County that continues to see long delays from stopped trains.

Within yards of the tracks through Gifford are-

- **a number of homes within 50-yards of the tracks,**
- **nearby schools,**
- **a medical center,**
- **and businesses and employment located in close proximity to the railroad tracks.**

The additional passenger and freight trains that are anticipated will have an increased negative social impact on this small black community and as stated *on page 5-48 of the DEIS in the first paragraph –* *"this project will result "in an increase in future noise levels and the potential for noise impacts."*

Representatives of the Gifford Progressive Civic League are very concerned about the additional trains, both freight and passenger, and the on-going impact this will have on all emergency services to and from their small community. Currently, this area of the county already has more than one track and experiences longer delays and trains stopping than is experienced in other parts of Indian River County.

Neighborhoods within the Gifford community, and for that matter elsewhere in the County, have developed their own "unofficial crossings." A number of school children considered "walkers" cross the tracks to attend school in Gifford.

- How will the DEIS and AAF address these "unofficial neighborhood crossings"?

Children have been fascinated with trains and speed for decades. Starting with "Thomas the Train" ***children love trains!*** Children within any part of our community have grown accustomed to the speed of the local freight trains. They can judge their "timing" with approaching freight trains moving 35-45 mph. It is a fact that looking down the tracks it is extremely difficult for pedestrians to judge how quickly the passenger rail will approach going speeds 80-100mph and faster.

There is nothing in the DEIS that we can find that describes how AAF will provision for safety in these crossing areas. It is recognized that all areas along the tracks can not be fenced.

- How will AAF accommodate for children and other pedestrians in those "unofficial pedestrian crossing" areas?

In order to comply with the Civil Rights Act of 1964 and the Federal desegregation of schools, school districts are divided by zones. Gifford children are bused (long-runs) to accommodate Federal desegregation regulations and to raise the numbers of African American children attending other neighborhood schools. This causes a disproportionate effect to Gifford students more so than other neighborhoods outside of the Gifford community. Intersections at 45th and 49th Streets are of concern because the children are bused over these intersections twice daily in order to reach their designated out of neighborhood school for Federal compliance reasons.

- What special care will be used by AAF at those intersections to mitigate for the possibility of accidents with school buses?

5.4.3 Economic Conditions

While the DEIS page 5-127 says the Project will not reduce municipal property taxes that is yet to be seen. The DEIS only addresses properties acquired by AAF.

RESPONSE: Florida East Coast and All Aboard Florida are not in the position to determine if property values or property taxes would decrease. Property values are driven by the marketplace which will determine what the private sector will be willing to pay for properties near the tracks and that will have an impact on those privately owned properties.

The DEIS further states that "the Project will not displace any businesses (page 5-127)" and that the "Project would have beneficial regional economic impacts from increased economic activity, tax revenues, construction jobs, and associated spending."

RESPONSE: This is a broad and generalized statement in which the DEIS consultant is referring to the southern portion Palm Beach to Miami segment of the N-S project corridor.

- **This statement does not apply to Martin, St. Lucie or Indian River Counties.**

There are no stops, no appreciable economic activity, no tax revenues, no jobs, and no appreciable associated spending that will occur in Indian River County. All increased economic activity and the benefits from such activity will occur from Palm Beach to Miami. And all employment from additional laying of tracks, in all areas of the project are temporary.

The results of a recent survey of our Chamber of Commerce membership shows that-

- **68% of our businesses believe their business operations will be negatively impacted by the Project.**
- **59.4% believe that their customers coming to their business will be negatively impacted.**
- **60.3% strongly oppose All Aboard Florida**

"...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016."

RESPONSE: 71% of business survey respondents say the added 32 passenger train a day will have a negative impact on our country.

Some comments from our business members-

- *"If these statistics are accurate I believe it will increase traffic and wait times for east/west motorists."*
- *"Rail service is key to the success of any port - you can't move boats on land. So I believe that this really is about increases in freight. They won't run 32 passenger trains a day if only a dozen or so people are on them."*
- *"Traffic to and from my store will be held up numerous times daily as the trains pass thru Vero."*
- *"My business property is next to the RR tracks -- Noisy -- distracting -- DANGEROUS to allow 100+ MPH train where 55 MPH is currently the speed limit. 55 MPH is fast enough."*
- *"Time allowances getting to and from our clients will be negatively affected for all outbound business associates."*

As stated earlier-
RESPONSE: Economic Impact:

- As an example, the pet store (Cindi's Pet Center) located at 721 US 1, Vero Beach is immediately adjacent to the 7th Street crossing. The shop will most likely need to be relocated or will close due to the increased noise and vibration impacts on fish, reptiles, birds and dogs.

Table 5.4.3-1 Summary of Economic benefits-
Page 5-128 under Action Alternatives A, C, and E states "The Project would increase fede5ral, state, and local government revenues and have other direct economic benefits to local populations." (References Washington Economics Group)
RESPONSE:

- There are no direct economic benefits to Indian River County.
- The information in this table is inadequate and does not support a "direct economic benefit" at local levels for those counties that do not have a stop or long-tern employment relating to the Project.
- We recommend that the consultant provide a similar table showing the DIRECT benefits county by county from "increased economic activity, tax revenues, construction jobs, and associated spending" as stated on page 5-127 of the EIS.

5.4.5 Public Health and Safety
This section addresses removing cars from highways i.e. *"fewer vehicle crashes and fewer air emissions"* page 5-131.
RESPONSE: Our business community survey respondents reported that-

- 70.1% stated that the Project will create vehicle and pedestrian safety issues
- 63.4% have concerns about emergency services access.
- 39.4% local ability to deal with potential rail accidents.

5.4.5 Cultural Resources
Page 5-137, bottom of page, states *"The Project would have no direct or indirect effects (noise, vibration, change in setting) to the historic resources located adjacent to the N-S Corridor. It further states, page 5-138, that "All cultural resource investigations were conducted in accordance with Section 106 of the NHPA and its implementing regulations for protection of Historic Properties (36CFR part 800)." And ends with "The methodology for the balance of the N-S Corridor was consistent with that used in the 2012 EA."*
Response:

- **The above referenced paragraph describes how the MCO segment and the E-W Corridor was addressed by SHPA in consultation with FRA. It refers to the EA which was done for Phase 1 West Palm Beach to Miami not Phase 2 Martin County through Brevard County.**
- **This is inadequate as Pahe 1 and Phase 2 are not equal comparisons but very dissimilar.**

In Indian River County there are the Old Vero Ice Age Site and other archeological sites as already reported. Historic sites including the Holstrom property (house and barns), and others.

- **Halstrom property (house and barns) on National Register of Historic Places**
- **No one from Indian River County was consulted for information.**
- **In the "North-South Corridor" info, no mention of sites in Indian River County.**
- **Appears all communication was with SHPO.**
    - **Why was no one contacted in this part of Pahe 2? On page 5-141 it notes Phase 1 of the project from Miami to West Palm Beach.**
- **Hobe Sound and Fort Capron mentioned but no sites in Indian River County.**
- **This section is incomplete and inadequate.**

Not acknowledged or discussed in the DEIS:

- **Old Town Sebastian Historic District East***
    - **on National Register of Historical Places (2003).**
- **Old Town Sebastian Historic District West*:**
    - **on National Register of Historical Places (2004)**
- **Why were impacts of vibration, noise, safety, and viewsheds not included in DEIS?**

Section 6: 4(f) Evaluation
6.4.2 St. Sebastian River Bridge The applicant indicated the Sebastian River Bridge Table 1-1 is located in Brevard County.
RESPONSE: The bridge is also partially located in Indian River County and will have environmental impacts in Indian River County.

- **Demolition and construction impacts should be addressed.**

A shell midden site is reported in or adjacent to this bridgehead.

- How will AAF work in and around this archeological site?

This bridge is determined eligible for NRHP by SHPO

6.4.1.4 Measures to Minimize Harm and Mitigate Impacts

This section discusses AAF will conduct historic research, prepare an Historic American Buildings Survey, Historic American Engineering Record and consult with SHPO prior to demolition.

RESPONSE: The St. Sebastian River is a tributary of the Indian River Lagoon. The Indian River Lagoon has for the last several years been the issue of highest importance to all the N-S corridor counties from Brevard through Martin County. Any construction of new bridges to replace the existing historic structures will cause unintended negative ecological impact to the San Sebastian waterway and its habitat for fish and other wildlife in the vicinity. Therefore, will have negative impact on the Indian River Lagoon.

For the sake of those in our communities who are concerned about environmental impacts that will include negative impacts on our eco-tourism, this section of the EIS should include a detailed description of how AAF will mitigate environmental damages to the river bottom, fish and wildlife habitats in and around the bridge location and how mitigation and minimization of harm will be handled during all phases of bridge construction.

Areas of the EIS rely on mitigation banking for wetland impact compensation. There are not available mitigation banks in all water management basins. For instance, the eastern part of Indian River County is in Basin 22 St. Johns River Water Management District and has no freshwater wetland mitigation bank currently operating. There is not a currently authorized Basin 22 mitigation bank, and so there are no mitigation credits available to offset impacts to freshwater wetlands within this basin.

If there are areas of isolated wetland impacts in some areas of the project no mitigation is available as proposed. This is inadequate as presented.

See map inserted below:



Basin22 .pdf

This section of the report should reflect that it can reasonably be expected that adverse impacts to manatees will result from St. Sebastian River bridge demolition/construction, as well as the increased frequency and speed of proposed AAF rail traffic. The C-54 canal (historic West Prong of the St. Sebastian River) is a major warm water aggregation area for manatees; thus, the bridge site is in an area of high manatee use. The DEIS states that during demolition and construction of the St Sebastian Bridge, siltation barriers will be used around the construction site that would not impair manatee movement.

- Additional mitigation and caution may be required to allow the manatees to access warmer water in the event of cold weather.
- An aerial overlay should be provided onto the Track Chart 3.3-B4
- When asked at the public meeting held in Indian River County "how will mitigation be described in the final EIS?, the consultant at that station indicated "all of this will be addressed in the project permitting process." That means he expects this to bypass the EIS and go straight to permitting further demonstrating that the public meeting was no more than an FRA dog and pony show. This should be addressed in the EIS.

Demolition and Construction Noise: When source levels are greater than the thresholds, there are impacts to the organisms. That can be calculated and should demonstrate the distances to which those effects may extend.

- How will noise vibrations via water be addressed and mitigated for in regard to damages to habitat and breeding of species of fish and breeding within this waterway?
- What are the statistics of the level of noise and vibration carried from the bridge construction areas in the St. Sebastian River into the Indian River Lagoon?
- How will AAF research and accommodate for cumulative sound exposure from pile driving noise and vibration during the construction of the new bridge?
- How will AAF determine if noise from the installation of piles has the potential to negatively effect fish, turtles, and manatee?
- How will these source levels be compared to known thresholds?
- How far will the harmful noise and vibration travel before attenuating below threshold values?
- Please gather information and explain in the EIS: How will rust from the demolition will be mitigated?

Section 7: Mitigation Measures and Project Commitments
7.2 Project Commitments
7.2.11.1 West Indian Manatee Mitigation Measures
RESPONSE: This section of the report should reflect that it can reasonably be expected that adverse impacts to manatees will result from St. Sebastian River bridge demolition/construction, as well as the

increased frequency and speed of proposed AAF rail traffic. The C-54 canal (historic West Prong of the St. Sebastian River) is a major warm water aggregation area for manatees; thus, the bridge site is in an area of high manatee use. The DEIS states that during demolition and construction of the St Sebastian Bridge, siltation barriers will be used around the construction site that would not impair manatee movement.

- **What additional mitigation and caution will be utilized to allow the manatees to access warmer water in the event of cold weather?**
- **How will the manatees be protected from rust and other debris that may come from the demolition of the existing bridge structure?**

Map clearly shows Manatee Viewing Area -



MEMORANDUM and LETTER REPORT

Date: November 29, 2014

From: Ruth Stanbridge, Research Historian

Re: **Draft Environmental Impact Statement - All Aboard Florida Project.**

Thank you for the opportunity to comment on this Proposed Project. The following is submitted and specifically directed to the Consultation and Cultural Resources of the above DEIS as it relates to the National Historic Preservation Act (NHPA) Section 106 and Federal Department of Transportation Act (FDTA) Section 4 (f).

COMMENTS

From the beginning, the citizens of Indian River County and other Treasure Coast Counties were assured by both the Federal Rail Administration (FRA) and All Aboard Florida (AAF) that all concerns would be answered and the Draft Environmental Statement (DEIS), when released, would be **complete** and **creditable**.

After reviewing this DEIS over the past few weeks, the determination has to be made that this document is **not complete** and **far from creditable**. It is solely lacking in the most basic information and details, especially in the identification and discussion of the cultural resources of Indian River County.

The **DEIS Summary** is the first indication that there has been no consideration given to cultural resources of Indian River County. There are no acknowledgements of the significance cultural resources or historic districts that are located in *or immediately adjacent* to the FECR Railway Historic District. There was no text, table, or report in the DEIS to note that a true cultural resource assessment has been done for APE of the N-S Corridor. There is, however, a bold statement on **page S-18** that says that "The Project would have no direct or indirect effect (noise, vibration, and change in setting) in the historic resources located adjacent to the N-S Corridor." That statement is ridiculous!

A proper survey and discussion of cultural resources (including archaeological sites) cannot be found in the **Affected Environment (Chapter 4),** or Environmental **Consequences (Chapter 5**), and is totally missing from **Chapter 7 (Mitigation and Project Commitments**). That is unacceptable!

Because these resources have not been identified or acknowledged in the DEIS, is it presumed that there are no "environmental consequences"? This DEIS is flawed. It has created confusion and bewilderment not only for the public but for the local governments and cities trying to review the document. Again, this DEIS is unacceptable and a failure of the FRA and their consultants who were tasked to write a **complete** and **creditable** document.

As early as **July 2013,** FRA was being assured by AAF and their consultants that SHPO "**was comfortable that AAF has properly consulted with them and that, at this point, [there are] "no adverse effects" to cultural resources from this project." [8 July 2013 letter - 4.4 .5 A2].** Again, this was another bold statement made more than two months before the release of the DEIS and months away from the end of the commenting period.

FAILURE TO COMMUNICATE:

(1) In the letters of March 28, 2013 **[4.4.5 A1]** and July 8, 2013 **[4.4.5 A2]** FRA determined "that the coordination with local preservation planning representatives used in Phase I was **"not warranted** in **Phase II"** and that **"coordination with local entities was not required ..."**

(2) Also, FRA agreed "**not to use the 'substitution approach' to streamline the NEPA and NHPA Section 106 consultation process**" which meant that the "standard Section 106" method would be used - 8 July 2013 letter **[4.4.5 A2]**

(3) In these same pre-DEIS meetings, the determination was also made and concurred with at the highest level that coordination with local planning representatives was **"not warranted" (see page 4-124).**

These pre-DEIS letters between FRA, AAF, and SHPO were summarized in the DEIS paragraph on **page 4-124** and became part of the document. They also set the stage for what happened in Indian River County and other local governments.

No contacts were made with local government (cities or county), historical or heritage organizations or individuals in regard to information or input on cultural resources. No scoping meeting was held in the County. The City of Vero Beach and the City of Sebastian both located along the **APE of the** N-S Corridor were not contacted. Neither the Indian River County Historical Society nor the Sebastian River Historical Society was asked for information on cultural resources. The planning staff of two Cities and those of Indian River County were never called. Even the County Historian (duly appointed by the Indian River Board of County Commissioners) and who has worked closely with the Department of State, Bureau of Historical Preservation, for over thirty years was never asked for information.

SHPO, when contacted on October 15, 2014 by email about these pre-DEIS determinations, responded that "An agency official may use the process and documentation required for the preparation of an EA/FONSI or an EIS/ROD to comply with section 106 in lieu of the [standard 106 process] if the agency official has notified in advance the SHPO/THPO and the [Advisory] Council that it intends to do so".

Whatever method was used - the "standard Section 106 process" method or the streamlined and flexible "substitution" approach – local public participation and involvement is guaranteed, but FRA's determinations in the early pre-DEIS meetings compromised this coordination and consultation.

(4) **Table 4.4.5.2 (page 4-125)** – This Table explains that 4 Certified Local Governments (CLG), 1 urban planner, and 1 archaeologist were contacted.

The Orlando-WPB Corridor is well over two hundred miles long and runs through 6 counties with a dozen or so large and small local city governments, at least another dozen or so planners with each city and county, many local historical societies, preservationists, and knowledgeable local people, yet only 6 contacts were made with only 3 responses?

A Certified Local Government cannot be a substitute for "local government", consulting parties, consulting agencies or local preservationists in regards to Section 106. The urban planner in the St. Lucie County cannot be substituted for the urban planner in Indian River County. **FAILURE TO COMMUNICATE!**

FAILURE TO ACKNOWLEDGE CULTURAL RESOURCES:

(1) In **Section 4.4.5** Cultural Resources: Most of the historical properties and archaeological sites in Indian River County located *in or immediately adjacent* to the APE of the railway corridor were not acknowledged, surveyed, or discussed in this DEIS. These resources were omitted or simply dismissed from the Section. Therefore, no analysis could take place.

The entire Section **(pages 4-120-132)** was alarming, no detail discussion of historical buildings and structures appeared and no cultural resource assessment report was included. The most shocking was that no recognition was given to two National Register Historical Districts in the City of Sebastian that are located *in or immediately adjacent* and on either side of the FECR Linear Historic District. Not only are these National Register Districts *in or immediately adjacent* to the APE of the N-S Corridor there are over 40 buildings or structures within their boundaries with many of them in the APE and several are individual properties potentially eligible or already listed on the National Register.

Throughout the length of the county *in or immediately adjacent* to the APE of the N-S Corridor, there are a number of other single historic properties potentially eligible or already listed on the National Register. These were not acknowledged in any way. They would fall under Section 106 (NHPA) and will have impacts from noise, vibration, and safety issues, yet they are not listed or discussed in the entire document.

The "three architectural/historical resources" mentioned on **page 4-129** of the DEIS are only identified in the Tables that follow this statement. The railroad corridor, the bridge, and a railroad platform are slated for reconstruction activities or demolition. No other cultural resources were listed or acknowledged in the text or Tables with the text.

In the separate **Appendix 4.4.5-B**3 which shows the "proximate" of cultural resources in relationship to the N-S Corridor APE, there are some resources identified only by their FMSF#s identification. There is no refer, no discussion, or other acknowledgement of these resources in the DEIS text. Again, there is no Cultural Resources Assessment Report (CRAC) or Table attached to this DEIS.

The DEIS also failed to acknowledge or identify several very important archaeological sites located *in or immediately adjacent* and within the N-S Corridor. These sites are of major significance and have national implications and, even, international importance - unforgiveable! **Another failure of this DEIS.**

(2) **Archaeological Resources (4-131)** – Under this portion of the DEIS only one archaeological site in Indian River County is reported *in or immediately adjacent* to the APE of the N-S Corridor. This one site is a shell midden not evaluated by SHPO while several more archaeological sites in the Corridor were ignored and/or dismissed.

One of those missed is a site *in or immediately adjacent* to the bridge landing of the St. Sebastian River Bridge (FMSF#8BR3062/8IR1569) near Roseland. This is the St. Sebastian Bridge that will be demolished as part of this

Proposed Project. Again, this site listed on the Florida Master Site File was not acknowledged, surveyed, or investigated.

Two sites with major potential were also ignored or dismissed. Neither the Vero Man site (FMSF#8IR09) nor the Gifford Bones site (FMSF#8IR07 and FMSF#8IR08) were mentioned. Both are potentially eligible for National Register status.

The Vero Man site has gained both National and International attention. In fact, the excavation at the Vero Man Site is now going into its second season. The State Historic Preservation Office (SHPO) is well aware of the potential of this site. **Again, this is a total failure of the DEIS in not properly addressing cultural resources along the N-S Corridor and not actively coordinating with local government and local people!**

FAILURE TO ACKNOWLEDGE IMPACTS TO CULTURAL RESOURCES:

In Section 4.2.2 and Section 5.2.2, impacts to cultural resources are discussed. Unfortunately, this DEIS has not recognized or acknowledged these resources (including the archaeological sites) and therefore, discussion of the "environmental consequences" and impacts has been limited. Vibration, noise, and safety issues are major concerns.

(1) **Table 4.2.2-1** separates noise-sensitive land uses into Categories. Category I lists National Historic Landmarks as one of the "significant outdoor uses".

In Indian River County there are two National Register Historic Districts and a number of single historic properties listed on the National Register or potentially eligible that falls within this Category. These are *in or immediately adjacent* to the APE of the N-S Corridor, but, again, they were not identified, acknowledged, or discussed in the text or anywhere in the DEIS document. **They would fall under Section 106 (NHPA) and there will be environmental consequences from noise, vibration, and safety issues.**

Located in Pocahontas Park **(page 4-141)** are two historic buildings which are considered community centers (one is on the National Register and another potentially eligible). The Park is listed in **Table 4.4.6-2** and is considered under **Section 4 (f) and Section 6 (f).** The historic buildings are not acknowledged in the Table as part of the Park. **In fact, their existence is not acknowledged anywhere in the text - only as a FMSF# on Map 45 [4.4.5-B3].**

These community centers and Pocahontas Park host hundreds and hundreds of people per day, yet the DEIS failed to discuss or acknowledge these buildings and their uses. In fact, the Park, itself, was misidentified as being owned and managed by Indian River County, but Pocahontas Park is a city park in Vero Beach and has been since 1913. **Impacts from noise, vibration, and safety issues are major concerns.**

A historic farmstead consisting of a house museum (listed on the National Register), barns, and a future as an educational center was totally dismissed. There is no mention made of this property in the document. This Farmstead would be considered under Section 4(f) and is a unique property with over 100-acres of conservation and preservation land including several rare and endangered species onsite. Its eastern boundary is located *in or immediately adjacent* to the APE of the N-S Corridor. **Again, this entire historic farmstead with barns was omitted from discussion as well as impacts from noise, vibration, and safety issues.**

(2) The FRA did determine that the N-S Corridor would result in **"long-term noise and vibration with adverse impacts to residents and properties". (page 5-39)**

(3) They also determined that **"the ground-borne vibration already exceeds the criteria" (page 5-51).** The N-S Corridor is consider a **"heavily used rail corridor"** (more than 12 trains per day) with additional impacts if the trains double **(FRA 2012a).**

Again, vibration, noise, and public safety are major concerns to all the cultural resources *in or immediately adjacent* to the APE of the N-S Corridor. Since these cultural resources were not acknowledged, recorded, and are missing from the DEIS records and since public involvement was non-existence, no adverse impacts were discussed or recorded.

With the only plans – the 30% plans – available, there was inadequate information to review in regards to impacts. Sixty percent (60%) plans were requested but NOT provided while the ninety percent (90%) plans will not be available until weeks after the DEIS deadline for comments has passed. Plans at 60% are considered standard in any construction project, but for reasons unknown, the FRA and AAF determined that those plans were not necessary for this DEIS. **Failure to acknowledge impacts!**

There are no way local governments, owners of these properties, preservationists, and the general public will have to accurately address impacts to these resources without information, data, and plans! **Failure to acknowledge impacts!**

SUMMARY

This "reconstruction" proposal by AAF will add "new" modern infrastructure, additional high speed passenger trains, and increased freight. Impacts of vibration and noise to cultural resources were **NOT** addressed in this DEIS. Safety issues in and around these cultural resources were **NOT** discussed. This DEIS simply did **NOT** acknowledge or recognized these resources and so they presumed they must **NOT** exist as far as "consequences" from this Proposed Project. **(See Cultural Resources, pages 4-120-132 and Table 4.2.2-1- Noise and Vibration – page 4-35)**

But these cultural resources **do exist** and will be impacted not only by the current Proposed Project, but any future increase in rail freight. This freight issue may rapidly increase "if and when" the passenger service proves to be a financial burden. The practical use of this "new" modern infrastructure would then be to return to a freight corridor. History has a way of repeating itself and in 1968 - passenger service was discontinued on the FEC Railway and freight increased - so it could happen again!

What recourse will the public have to address impacts from increased freight when the passenger service decreases or is discontinued? The FRA must find language to add to any final document that will allow the issue of substantially increased in freight service to be re-visited and re-evaluated.

CONCLUSION

All Aboard Florida representatives have promoted this Proposed Project to the public as a "restoration". This term was actually used by one of the agencies, but this is not a restoration. A "restoration" would "restore" passenger service with the trains moving at a slower rate of speed with the original stops "restored" along the way. Again, this is not a "restoration" this is a "reconstruction" with modern tracks, new and upgraded bridges, and NO stops at small and restored railroad stations.

Whether it is a restoration or reconstruction, there are many local citizens, organizations, and governments along this Corridor that are highly displeased and very disappointed with the Federal Rail Administration and how this DEIS was handled. There is also amazement that an Agency with the reputation of the FRA would allow an Environmental Impact Statement, so poorly done, to be released, even, as a "Draft" document.

This DEIS does not represent the goals and objectives of Section 106 and Section 4 (f) nor does it adhere to the criteria that the Federal Rail Administration or any other Federal government agency must have to move forward a Proposed Project of this scope.

The deficiencies in this document are just too much to overcome in an amendment, or, even, in a supplement. By rejecting this DEIS, as it is written, there will be an opportunity to move forward with a "new" document and a realistic timeframe that follows the proper and official guidelines. This will guarantee local governments and the public their right to participate from the beginning and not be "allowed" in at the end!

FAILURE TO COMMUNICATE

FAILURE TO ACKNOWLEDGE CULTURAL RESOURCES

FAILURE TO ACKNOWLEDGE IMPACTS

MHOA

MICCO HOME OWNERS ASSOCIATION, INC.

DATE: November 21, 2014

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

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

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

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Micco Homeowner's Association represents more than 9,000 residents of unincorporated Brevard County living in the neighborhoods of Barefoot Bay, Fleming Grant, Little Hollywood, Pelican Bay, River Grove, and Snug Harbor Lakes & Village We are providing for you careful review our list of concerns regarding the demolition and replacement of the St. Sebastian River Railroad Bridge located at the county line between Indian River and Brevard counties as follows:

Page 6-5, 6.4.2 Section 4 (F) St. Sebastian River Bridge - The Project requires that the St. Sebastian River Bridge, a structure located within the FECR right-of-way, be demolished to construct a new structurally-sound bridge able to accommodate the future passenger and freight traffic. **Page 6-5, 6.4.2.2 Proposed Use -** AAF proposes to construct a new twin independent ballast deck structure with concrete piers, located to the east of the existing railroad bridges. The demolition and removal of the westernmost bridge is necessary to protect navigation uses on the waterway, as determined by the USCG. The demolition of the bridge is an adverse effect under Section 106 (see Section 5.4.5 in Chapter 5 for the finding of adverse effect) and therefore constitutes a use under Section 4(f). The bridge is within the FECR right-of-way and no property acquisition is required.

1. The DEIS fails to represent in Bridge Crossing Map Appendix 5.3.1A, Page 6 the curve at the Brevard end (north) of the bridge (photo attached). While the bridge may be in the right-of-way, the tracks are being moved east and at landfall will impact homes in the Little Hollywood neighborhood of Micco in Brevard County.

2. The DEIS fails to comment on new impacts to existing private property adjacent to the tracks in the Little Hollywood neighborhood of Micco in southern Brevard County (photo provided). In the 88 years since the current St. Sebastian River Bridge was constructed in 1926, the Florida East Coast Railway has NEVER operated on a track to the east of its current location as the bridge enters Brevard County. If the proposed eastern track across the St. Sebastian River Bridge reaches land in Brevard County homeowners adjacent to the tracks will find themselves with freight and passenger trains rumbling and vibrating that much closer to their bedrooms. Additionally, when the bridge meets the land in Brevard County the rail-bed is raised about four feet. This

causes further concerns about property damage due to vibrations and possible derailment. The DEIS is silent on these concerns.

3. The DEIS fails to consider any loss of property value and reduced home sales due to the tracks new route to the east. Additionally, should there be an engineering or construction error when building the new bridge, residents have real concerns their property will be taken by eminent domain procedures, also not addressed in the DEIS document.

4. The DEIS fails to include information on the Holly/Azalea Street road crossing, one-half mile south of the landfall of the St. Sebastian Bridge in Brevard County. This crossing is also not included in the list of crossing contained in the FRA Diagnostic Review. Additionally, the new track to the east will somehow have to connect with the existing track near this road crossing. Again, there is no information on whether this crossing will be impacted by the reconfiguration of the tracks, whether the crossing will be realigned or what safety equipment is planned for the crossing.

5. The DEIS fails to comment on where and how construction equipment will be staged, and whether construction noise and vibrations will impact private property.

6. The DEIS fails to comment on how bridge construction and the placement of pilings will impact the annual winter migration of the West Indian Manatee into the St. Sebastian River. The mammal is a year round resident in the river. However, large numbers of wintering manatees begin arriving in November and stay through March. No steps are described that would protect or prevent the West Indian Manatee from being harmed during construction and when driving piling to bedrock for bridge construction.

7. The DEIS fails to include any steps to protect endangered wildlife, fish or their habitat from falling debris or vibration and noise, except to say "will be mitigated." How do you mitigate a fish kill, dead manatee, dead wood-stork, or loss of their habitat? You can't create a mitigation bank for these concerns.

8. **Page 5-73 Environmental Consequences 5.2.6.2 Local Context**: "Sea level is predicted to rise 1 foot from the 2010 level between 2040 and 2070, but a 2-foot rise is possible by 2060."

   The DEIS fails to state how the St. Sebastian River Bridge or any other bridge will meet the requirements as stated by the Corps of Engineers Permit application "all new structures would retain existing vertical and horizontal clearances." Rising sea levels will not only change the height of bridge for boaters, but will likely erode the banks and shoreline where the bridge will make landfall. Again, the DEIS is silent on these issues.

9. The DEIS fails to account for the economic impact on area scenic boat tour operators, commercial blue crab fisherman and fishing guides who make their living on the St. Sebastian River. No information is provided on how those making their living from the river will deal with the consequences of the construction of a new bridge on the St.

Sebastian River as well as the demolition of the current rail bridge. A partial list of area fishing and tour guides can be found here: http://www.sebastianchamber.com/

10. **Page 4-77 Affected Environment Table 4.3.4-2 Floodway Crossings within the Project Study Area** – Table incorrectly places the St. Sebastian River in St. Lucie County 50 miles south of its actual location in at the Indian River-Brevard County line.

Micco Homeowner's Association is respectfully asking the Railroad Administration to reject the flawed Draft Environmental Statement and to direct All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal.

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

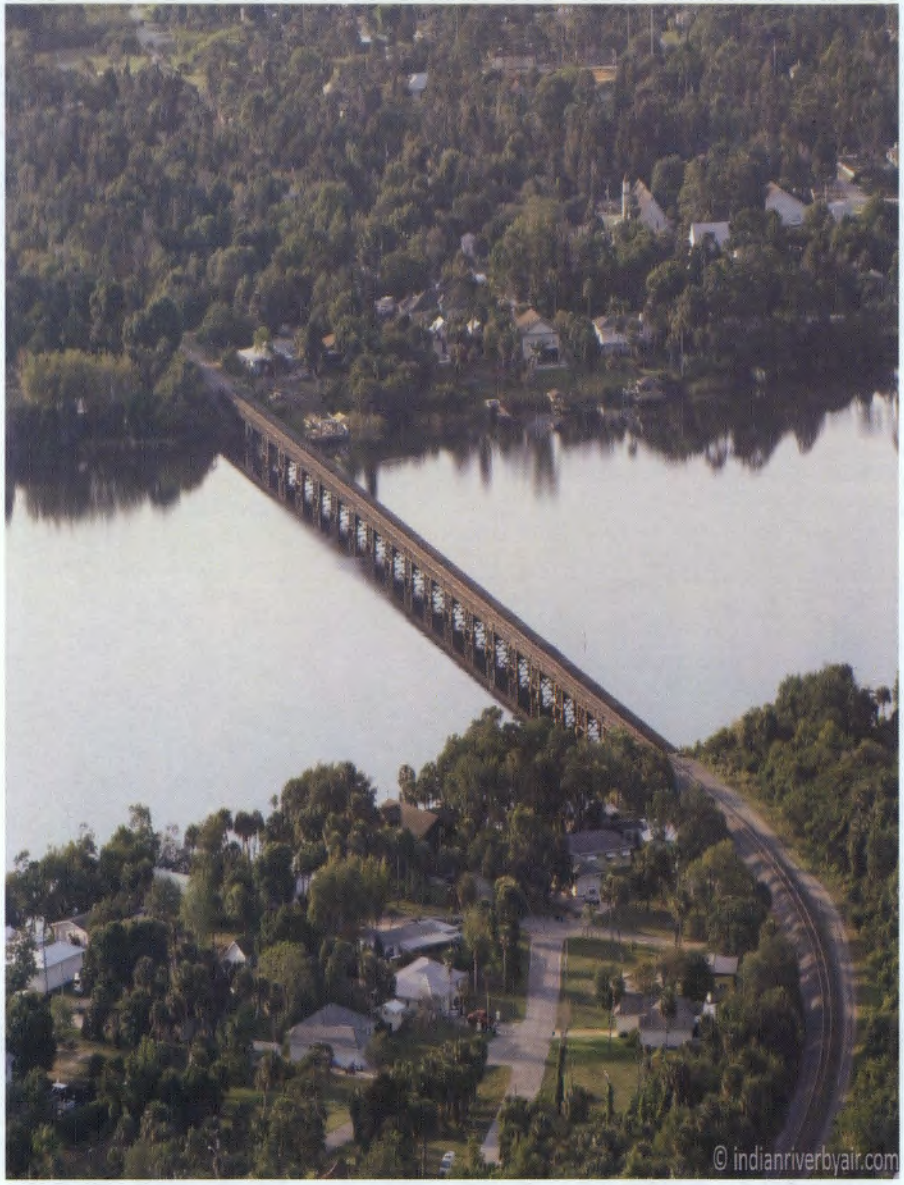
Sincerely,

Micco Homeowner's Association
Miccohomeowners@gmail.com

(3) Attachments

Copy: Governor Scott, Senator Nelson, Senator Rubio, Congressman Posey, State Senator Gardiner, State Senator Altman, Representative Tobia, Representative Goodman Representative Workman, Speaker Crisafulli, FDOT Secty Prasad, Corps of Engineers Micco Homeowners Board of Directors, Brevard County Board of County Commissioner and County Manager

St. Sebastian River Bridge & curve at the Brevard County-line on the north in Little Hollywood neighborhood





FEC Railway – St. Sebastian River Bridge approach to the Little Hollywood community of Micco in Brevard County. Photo shows curve north of the bridge and continues north to the Holly Street road crossing. ROW to the east to receive new track closer to homes.



The Board of County Commissioners of Indian River County, Florida

Comments on Draft Environmental Impact Statement and Section 4(f) Evaluation for the All Aboard Florida, Orlando to Miami, Florida Intercity Passenger Rail Project

The Board of County Commissioners of Indian River County, Florida (the "Board") respectfully submits these comments to the Federal Railroad Administration ("FRA") with regard to the Draft Environmental Impact Statement ("DEIS"), and Section 4(f) Evaluation dated September 2014 prepared for All Aboard Florida, Orlando to Miami, Florida Intercity Passenger Rail Project (the "Proposed Project"). The Proposed Project's sponsor, All Aboard Florida – Operations LLC ("AAF"), has applied for $1.875 billion dollars in federal funds through the Railroad Rehabilitation and Improvement Financing ("RRIF") program, which is administered by the FRA.[1]

The DEIS was prepared to assist the FRA in satisfying its obligations with respect to the Proposed Project under the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321 *et seq.*, and applicable NEPA requirements, including the regulations adopted by the Council on Environmental Quality ("CEQ"), appearing at 40 C.F.R. Parts 1500-1508, FRA's NEPA regulations appearing at 49 C.F.R. § 260.35, FRA's "*Procedures for Considering Environmental Impacts*" published at 64 Fed. Reg. 28545 (5/26/99) ("FRA NEPA Procedures"), and Order 5610.1C "*Procedures for Considering Environmental Impacts*" issued by the United States Department of Transportation ("USDOT") (9/18/1979) ("USDOT NEPA Procedures").

NEPA requires that "to the fullest extent possible" an environmental impact statement ("EIS"): (i) disclose and assess the impacts of major federal actions significantly affecting the environment; and (ii) consider the reasonable mitigation measures and alternatives to such actions that would avoid or minimize those impacts. *See* 42 U.S.C. § 4332; 40 C.F.R. § 1502.1. The fundamental purpose of these requirements is to ensure that federal decision-makers understand the short and long-term impacts of their actions, and how such impacts might be addressed, before they take action.

For the reasons discussed in detail below, the Board believes that the DEIS does not take a "hard look" at the environmental impacts of the Proposed Project, and fails to provide FRA with the information needed to satisfy its obligations under NEPA. In particular, the Board has identified a number of potentially significant environmental impacts that were not adequately addressed in the DEIS, and others that were not examined at all.

Moreover, the DEIS contains information intended to satisfy Section 106 of the National Historic Preservation Act ("Section 106"), which requires federal agencies to consider the effect of their undertakings on historic resources, through a consultation process that requires that local governments be invited to participate. FRA failed to follow this mandatory process by electing not to invite most local governments, including Indian River County (the "County"), to participate. As a result, the DEIS missed several historic resources within the County, and probably many others in

[1] On March 15, 2013, AAF submitted two RRIF loan applications to FRA for a total of $1.875 billion.

localities that also were not invited to join in the Section 106 consultation. FRA cannot, therefore, satisfy its Section 106 obligations based on the information presented in the DEIS.

Likewise, the Section 4(f) Evaluation prepared for the Proposed Project is fundamentally flawed. That analysis is supposed to assist FRA in protecting publicly owned parklands, recreation areas, or historic sites of national, State, or local significance. Under Section 4(f) of the Department of Transportation Act of 1966, Pub. L. 89-670 (1966) (now codified at 49 U.S.C. § 303(c)), FRA is prohibited from approving any project that would "use" a Section 4(f) resource unless it finds: (1) there is no prudent and feasible alternative to using that resource; and (2) the program or project includes all possible planning to minimize harm to the resource resulting from the use. 49 U.S.C. § 303(c); FRA NEPA Procedures § 12, 64 Fed. Reg. 28552. As discussed in the comments below, the Board believes the Section 4(f) Evaluation fails to identify or assess the effects of the Proposed Project on significant Section 4(f) resources, and does not provide FRA with a sound basis for issuing findings under Section 4(f).

Similarly, the DEIS does not provide the analysis needed for a consistency determination under the federal Coastal Zone Management Act ("CZMA"), 16 U.S.C. § 1451 *et seq.*

In light of the serious deficiencies the Board has identified in the DEIS and Section 4(f) Evaluation, the Board is deeply concerned that the Proposed Project has already advanced well beyond the preliminary planning stage, and gives the appearance of becoming a *fait accompli*. FRA has allowed AAF to segment the environmental review of the Miami to West Palm Beach component ("Phase I") from other portions of the Proposed Project, and construction of Phase I has begun without a cumulative analysis of the impacts of the Proposed Project as a whole. Moreover, according to FRA's "On-Site Engineering Report – Part 2 for All Aboard Florida" (9/23/2014), engineering plans for portions of the Proposed Project running through (at least) Brevard and Indian River Counties are expected to be advanced to 90% by March 2015. Perhaps most alarming are statements within the DEIS itself that FRA has already made key determinations with regard to the Proposed Project at such an early point in the environmental review process that it did not even have the benefit of NEPA documentation to inform its decision-making. For example, the DEIS states "FRA has determined that the significant delays, costs, and risks associated with the use of elevated structures make raising any of the corridor bridges not feasible." DEIS at 5-27.

The Board notes that NEPA prohibits federal agencies and applicants for federal agency approvals or funding from taking actions that would limit the choice of alternatives or otherwise signal premature approval of the application in advance of completion of the NEPA process. *See* FRA NEPA Procedures § 7(c), 64 Fed. Reg. 28549; 49 C.F.R. § 260.35(e); 40 C.F.R. § 1506.1. Typically, agencies within the USDOT use preliminary design work to prepare relevant NEPA documentation, in recognition of the fact that advancing design beyond that stage could tip the agency towards a commitment to a particular course of action without a fair and balanced consideration of reasonable alternatives.

To summarize the problems identified in these comments, the DEIS is grossly inadequate and precludes a meaningful analysis of the Proposed Project. The Board, therefore, requests that no further action be taken by FRA to advance the Proposed Project, unless and until a supplemental DEIS is prepared, and the subsequent requirements of NEPA, Section 4(f), Section 106 and the CZMA are fully satisfied. *See* 40 C.F.R. § 1502.9(c); FRA NEPA Procedures § 13(e), 64 Fed. Reg. 28554.

Set forth below are the Board's comments on the DEIS and Section 4(f) Evaluation. Also attached, and incorporated into the Board's comments, are the technical comments prepared by CDM Smith, the environmental consultant the Board retained to review the DEIS and Section 4(f) Evaluation.

1. Alternatives: The Alternatives Analysis Provided in the DEIS is So Narrowly Circumscribed by AAF's Financial Interests as to be Meaningless.

The alternatives analysis is supposed to be "the heart of the environmental impact statement." 40 C.F.R. § 1502.14. Accordingly, agencies are directed by the CEQ Regulations to "[r]igorously explore and objectively evaluate all reasonable alternatives" that might avoid or minimize the impacts disclosed in an EIS. *Id.* While every conceivable alternative need not be examined, a "range of reasonable alternatives" meeting the purpose and need of the action must be considered. *Id.*[2] One example provided by USDOT guidance of the sorts of alternatives to be considered are those "related to different locations … which would present different environmental impacts." USDOT NEPA Procedures at 3.

Notwithstanding the significant impacts that operation of a high speed train along the Florida East Coast Railroad ("FECR") corridor would have on the densely populated east coast of Florida, the DEIS lacks a comparative environmental analysis of even one alternative route. Instead, it short circuits the alternatives analysis by narrowly defining the "purpose and need" for the Proposed Project based on AAF's preferences, and then screening out all the other available routes in a "tiered" approach as failing to meet that sharply circumscribed purpose and need.

Thus, the DEIS states that "*AAF* identified *its* primary objective for the Proposed Project, which is to provide an intercity rail service that is sustainable as a private enterprise." DEIS 2-10 (emphasis added). "Sustainable," according to the document, means that operation of the rail service can "meet revenue projections" and "operate at an acceptable profit level." *Id.; DEIS at 3-1.* Stepping off from the objective of providing a profitable rail service, the DEIS then applied "AAF evaluation criteria" including "six critical determining factors." Prominent among those factors were those relating to project economics, including the ease with which AAF could acquire property, the ability to "commence construction in the near term to control costs," and limiting the "costs of

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[2] Likewise, USDOT guidance states that an essential element of an alternatives analysis should be a "rigorous exploration and an objective evaluation of the environmental impacts of all reasonable alternative actions, particularly those that might enhance environmental quality or avoid some or all of the adverse environmental effects." USDOT NEPA Procedures, Attachment 2 at 3.

development, including cost of land acquisitions, access, construction, and environmental mitigation." *Id.* at 3-2. The document then applies such "critical determining factors" to other available routes. Given the fact that AAF had already secured from its parent corporation the land interests needed for the Proposed Project, and AAF put forward a wholly unrealistic build year of 2016, it is no surprise that the analysis came to the preordained conclusion that all the other alternatives are so meritless as to not warrant substantive analysis in the DEIS.

By creating a screen that is tilted in one direction only, the DEIS side-stepped the fact that the Florida High Speed Rail Authority in a 2003 alternatives evaluation entitled "*Orlando-Miami Planning Study*" rated every other route as *superior* to the FECR corridor than would be used by the Proposed Project. That study compares the FECR route to three other potentially available north-south corridors in the following table:

Route	Travel Time	Capital Cost	Ridership / Revenue	Environmental
CSX	Fair	Good	Fair	Fair
I-95	Good	Fair	Good	Good
Turnpike	Good	Good	Fair	Good
FECR	Poor	Poor	Good	Poor

Orlando-Miami Planning Study at 7.

Thus, under three of the four criteria applied in that study -- travel time (a factor cited as critical in the DEIS on page 3-5), capital cost and environmental impacts -- the FECR corridor was rated at rock bottom. It is only in terms of revenue that the Proposed Project tied with another alternative and was rated favorably. Thus, if the DEIS were to look beyond the economic interests of AAF, the sponsor of the Proposed Project, to salient issues such as environmental impacts, other routes would certainly merit detailed consideration in the DEIS. However, those routes were ruled to be off limits under self-serving criteria of AAF's own devising.

The truncated approach utilized in the DEIS does not conform to the requirements of NEPA for one fundamental reason: it is not the project sponsor's purpose and need that should control the alternatives analysis, but the agency's purpose and need in taking the action that is the subject of the NEPA review. Thus, AAF's desire to turn a profit should not dictate the alternatives considered by FRA in determining how it should expend federal rail funds. Guidance issued by CEQ states that "[i]n determining the scope of alternatives to be considered, the emphasis is on what is 'reasonable' rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the

technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant." CEQ, "*Forty Most Asked Questions Concerning CEQ's NEPA Regulations*" Question 2a, 46 Fed. Reg. 18026, 18027 (3/23/1981).

The Board does not dispute that the economic objectives of the Proposed Project sponsor may be taken into account by the agency in defining its purpose and need, and in identifying the alternatives for consideration in an EIS. However, those interests should not be given such weight as to exclude other relevant considerations. This is especially so with respect to high speed rail in Florida, where a number of potentially viable options have been carefully studied in planning documents that have been previously prepared in relation to other projects. According to the *Orlando-Miami Planning Study*, CSX, I-95 and the Florida Turnpike corridors present far fewer environmental impacts and a much sounder basis for public investment than the FECR corridor. However, the referenced alternatives were summarily dismissed in the DEIS without any sort of analysis considering whether the chosen FECR alternative would cause the most negative impacts to: (a) the health and safety of the citizens of the Treasure Coast of Florida, (b) the historical and archeological sites along the Treasure Coast of Florida and (c) the fragile Indian River Lagoon.[3] FRA cannot simply ignore other legitimate alternatives simply because AAF, the sponsor of the Proposed Project, would like it to do so.

2. Cumulative and Secondary Impacts: The DEIS Fails to Assess the Cumulative and Secondary Impacts of the Proposed Project, in Combination with Reasonably Foreseeable Future Actions.

Under NEPA, FRA is obligated to examine not only the direct and immediate effects of the Proposed Project, but also its *indirect* or secondary impacts and its *cumulative* impacts, in combination with those of other reasonably foreseeable actions. *See* CEQ's NEPA Regulations, 40 C.F.R. §§ 1502.16, 1508.8; FRA NEPA Procedures, 64 Fed. Reg. 28550, 28554; USDOT NEPA Procedures, Attachment 2 at 4; *see also* CEQ, "*Considering Cumulative Effects under NEPA*" at 11-21 (1/1997). With respect to indirect effects, the CEQ regulations are clear that impacts that are caused by an action, but "are later in time or farther removed in distance, but are still reasonably foreseeable" must be thoroughly considered in an EIS. 40 C.F.R. § 1508.8. More particularly, the growth-inducing impacts of a transportation project must be carefully examined. *Id.* The CEQ regulations are equally clear with respect to cumulative impacts, requiring that the effects of an action must be "added to [those of] other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." *Id.* § 1508.7; *see also id.* §

[3] The Indian River Lagoon is North America's most diverse, shallow-water estuary. It spans approximately 156 miles along Florida's east coast. The total estimated annual economic value of the Indian River Lagoon is $3.7 billion, supporting 15,000 full and part-time jobs and providing recreational opportunities for 11 million people per year. The Proposed Project calls for building a new bridge over the St. Sebastian River. The St. Sebastian River is located in Indian River County. It is one of the Indian River Lagoon's natural tributaries.

1508.27(b)(7). These principles have been applied by the courts in numerous cases to invalidate EISs for failure to assess indirect and cumulative project impacts.

Inexplicably, the DEIS makes no serious attempt to address the indirect or cumulative impacts that would result from the Proposed Project. For example, indirect or secondary impacts on land use are passed over with the statement that "[t]he project would not result in induced growth; no changes to land use due to induced growth would occur." DEIS at 5-4. Although the DEIS mentions that the Phase 1 Environmental Assessment ("EA") addressed "development in the vicinity of" the proposed stations in West Palm Beach, Fort Lauderdale and Miami, *id.* at 5-5, close examination of the information provided in that document, in light of other statements made by AAF, make clear that no meaningful attention has been paid to the secondary development associated with either phase of the Proposed Project.

Thus, according to the DEIS, the EA indicated that "at West Palm Beach and Fort Lauderdale, there will be 10,000 square feet of retail space within the station. At Miami, the Proposed Project would include 30,000 square feet of retail within the station, and additional 75,000 square feet of transit-oriented retail, 300,000 square feet of office space, 400 residential units, and a 200-room hotel." *Id.* at 5-5. Indeed, the Phase 1 EA does recite the same information, and includes a bare-bones (and inadequate) analysis of the environmental impacts that would result from this development. However, nowhere in either the DEIS or the EA is any meaningful information or analysis provided concerning the ***additional*** development that would be induced by the Proposed Project and this transit oriented development.

The obligation to address the potential effects of such induced development cannot be avoided on the basis that it is speculative. In a "Preliminary Offering Memorandum" dated June 4, 2014, AAF confirmed that there are ***current plans*** for construction going well beyond the ancillary development identified in the DEIS and EA, and that sufficient information with respect to such planned development is available for a thorough analysis of its impacts. In particular, that document disclosed that: (i) AAF owns 21 acres in the areas surrounding the proposed stations; (ii) that it anticipates demand for 3.5 million square feet of development on those parcels; and that it expects to build 2 million square feet of that new development ***contemporaneously*** with the Proposed Project. That initial development is to include 1.3 million square feet in Miami, and 345,000 square feet in both Palm Beach and Fort Lauderdale. AAF also believes there is demand for subsequent future development totaling 1.5 million square feet including a 1.1 million square foot "super tower" for the area adjacent to the Miami station, and an additional 345,000 square feet of residential space in Fort Lauderdale. Thus, the development disclosed in the EA is a fraction of the currently planned and future development resulting from the Proposed Project. Given the specificity of AAF's articulated intentions, sufficient information is available for a detailed environmental review of the traffic, air pollution, construction, noise and neighborhood character impacts of this reasonably foreseeable future development. The DEIS is deficient in that it failed to include such a review.

The DEIS is also lacking in its analysis of cumulative impacts. For example, it fails to address the cumulative impacts of the Proposed Project together with those of the Tri-Rail Coastal Link Project,

another major initiative that is likely to have significant impacts along 85 miles of the FECR corridor. Under that project, 25 or more commuter round trips will be added to the very same tracks to be used for the Proposed Project. Those additional trains will serve 25,000 passengers each day, at 20-25 new stations. The DEIS specifically excludes this important project and its overlapping impacts from the environmental analysis, stating that it is in the "preliminary planning stage." DEIS at 5-163. Attempting to justify this characterization, the document goes on to state that the "[t]he Tri-Rail Coastal Link Study is being undertaken by FDOT, and is evaluating the use of the FECR Corridor for the Tri-Rail service, which currently operates on the CSX-controlled railroad right-of-way west of the FECR Corridor." *Id.* One would gather from these statements that the Tri-Rail project is in the very early stages of planning, and that the information required for a cumulative impacts analysis of such a speculative project is not available. But that characterization is wholly inaccurate. An example of the degree to which the Tri-Rail Coastal Link Project has advanced is the Letter Agreement dated April 25, 2014, between AAF and South Florida Regional Transportation Authority ("SFRTA"), the sponsor of Tri-Rail Coastal Link Project, which provides the details for the shared use of the rail corridor between the two entities for the provision of high speed and commuter rail. *See* www.ircgov.com/Public_Notices/Rail/Tri-Rail-Non-Compete.pdf.

In addition, substantial Federal and State resources have been expended in the planning and environmental review of the Tri-Rail Coastal Link project, and there is no informational impediment to a cumulative environmental review. In particular, many studies have already been completed for the Tri-Rail Coastal Link Project, including a *Final Conceptual Alternatives Analysis and Environmental Screening Study* running for 387 pages issued in 2009; a 189 page *Detailed Environmental Screening Report* issued in 2010; and a 168 page *Final Alternatives Analysis Report* issued in 2011. Thus, detailed information has been compiled with respect to that project, its alternatives and environmental impacts as a result of years of exacting analysis. Moreover, a final *Preliminary Project Development Report* for the Tri-Rail Coastal Link was submitted to FRA's sister agency, the Federal Transit Administration ("FTA"), in April 2014. Clearly, a project to which such an intense, federally supported planning effort has been devoted is "reasonably foreseeable" within the meaning of NEPA. In fact, the website for the Tri-Rail Coastal Link project (http://tri-railcoastallink.com/frequently_asked_questions.html) states that its sponsors have "closely collaborated" with the AAF team, and puts the estimated timeframe for completion of the Tri-Rail Coastal Link project within the same timeframe that would reasonably be expected for the Proposed Project, if it advances. It is also notable that AAF's June 4, 2014 "Preliminary Offering Memorandum" indicates that use of the FECR corridor by Tri-Rail Coastal Link may cause delays to construction of the Proposed Project, and lead to operational and safety risks that require careful study in a cumulative environmental review.

It is well settled that when several proposals for related actions that will have cumulative or synergistic environmental impacts upon a region are pending concurrently before an agency, their environmental consequences must be considered together. The Tri-Rail Coastal Link project and the Proposed Project are both pending before USDOT agencies, and the Proposed Project has been specifically identified as being related to the Tri-Rail Coastal Link Project. *See* Tri-Rail Coastal Link's

Preliminary Project Development Report at 1-14. Moreover, this case is not a circumstance where the Tri-Rail Coastal Link project is so speculative as to preclude a meaningful cumulative impact analysis. On the contrary, a wealth of detailed planning and environmental information has been available for years, and that information should have been tapped in assessing the combined impacts of these related projects and whether the Proposed Project, if approved, would adversely affect the operation of the Tri-Rail Coastal Link. The DEIS is fundamentally flawed in that it failed to do so.

3. **DEIS Assumptions: The DEIS is Based on an Unrealistic Build Year and Assesses Critical Impacts Only on Opening Day, Thereby Failing to Analyze Projected Full Operational Impacts**

The analysis presented by the DEIS is founded upon fundamentally flawed assumptions that provide no basis for an accurate projection of long-term impacts.

First, 2016 is not a proper baseline year for the analysis since that date is a mere two years from today. Given that FRA will be reviewing comments on the DEIS in December 2014, it is wholly unrealistic to believe that all of the following items can be completed by 2016:

- concluding the NEPA review process;
- securing all permits and approvals, including those from the United States Army Corps of Engineers, Federal Aviation Administration, United State Coastal Guard ("USCG"), Federal Highway Administration ("FHWA"), United States Fish and Wildlife Service, National Marine Fishery Service, plus those from multiple state and local agencies;
- finalizing all design documents;
- letting all construction contracts;
- constructing:
    - a new station in Orlando;
    - a new vehicle maintenance facility;
    - dozens of new overpasses, bridges, tunnels, ramps, and related infrastructure and safety features;
    - upgrading/expanding 170 highway-rail grade crossings, including designing and installing safety infrastructure; and
    - hundreds of miles of rail bed and new track; and
- performing diagnostic and system testing of all individual elements and system wide operations for performance and safety.

Nothing in the DEIS gives any indication that extraordinary arrangements have been put into place to accomplish the tasks required for completion of the Proposed Project within such a compressed timetable. In fact, the document does not even call for, or analyze, after-hours work during the construction period. In light of the impossibility of meeting a 2016 opening date, prior to issuing the

DEIS, AAF publicly shifted the opening date to 2017 even though the DEIS was keyed to 2016. *See* Orlando Business Journal, "*3 Reasons Why All Aboard Florida in Orlando Was Delayed*" (7/9/2014). However, even 2017 seems like a pipedream, given the long list of items that must be satisfied and the sheer magnitude of the construction that must be completed before the system could become operational. *See, e.g., id.* (which notes that approval of new station at the Orlando Airport still has many hurdles to overcome and would take three years to construct from final approval).

Utilization of an unrealistically early baseline year would result in the understatement of certain critical impacts, including and possibly most notably, noise. The reason for this is that the significance criteria set forth in the relevant guidance are based upon a sliding scale that is keyed to ambient noise levels as they are expected to exist in the baseline year. *See* FRA's "*High-Speed Ground Transportation Noise and Vibration Impact Assessment Guidance Manual*" (the "FRA Noise Manual") at Chapter 3 (12/2012); FTA's "*Transit Noise and Vibration Impact Assessment*" at Chapter 3 (5/2006). Under those criteria, the higher the noise levels are during the baseline year, the lower the incremental increase need be to create a significant impact. *Id.* As the DEIS indicates, freight and vehicular traffic are expected to increase along the FECR corridor in the coming years, and other projects (including but not limited to Tri-Rail Coastal Link) can be expected to come on-line in the near future. Accordingly, existing ambient noise will increase and the noise increment that would produce significant impacts will decrease as time goes on. Therefore, noise impacts may be understated if an unrealistically early baseline year is utilized in the analysis. For these reasons, FRA should require AAF to prepare and submit a well-grounded conceptual development schedule for the Proposed Project that either justifies utilization of the 2016 baseline year or provides for a more realistic timetable for completion. In the event a later baseline year is identified, the noise analysis must be revised to reflect background conditions in that year.

In addition, as a result of the illusory 2016 build year the DEIS omitted any real discussion of construction, including its duration, sequencing, staging, techniques and impacts, claiming that the activities and impacts associated with building the Proposed Project would all be extremely short term. As discussed in the comments below, the details regarding the construction of this massive $1.875 billion dollar project, as well as the impacts that would be experienced during the period of construction, need to be brought to light and analyzed under a realistic construction schedule.

There is a second fundamentally flawed assumption running through the DEIS analyses of noise, vibration and navigation, in that they focus on operations of the Proposed Project as of an opening day, rather than on operating conditions as they will be when the rail line is in full operation. Thus, the DEIS assesses the effects of 16 round trips per day, which reflects the number of trips needed to service passenger demand as of 2016. According to the *All Aboard Florida Ridership Revenue Study Summary Report* prepared by the Louis Berger Group in September 2013 (the "*LBG Study*"), which is attached as Appendix 3.3.F to the DEIS, approximately 1 million riders are expected as of that year. However, the DEIS itself reports that ridership is expected to grow sharply in the first few years of operation, and level off at 3.5 million passengers as of 2019.

Moreover, what the DEIS does not mention is that the *LBG Study* predicts ridership levels for 2019 to range from a *low* of 3.5 million (in what is characterized as the "base case" which ignores developments that are "subject to some uncertainty"), to 4 million (in the "business plan case," which takes into account AAF's plan to expand ridership), to a high of 5.1 million in the "management case" (which accounts for more aggressive marketing strategies by AAF). Moreover, even in the "business plan case" the study predicts ridership to rise to approximately 5.5 million by 2030. *LBG Study* at 4-4. Thus, based upon AAF's own study, ridership is expected to be more than *5 times* the ridership expected when service begins in 2016.

Most of the operational impacts of rail projects – including but not limited to noise, vibration and navigation delays at draw bridges – are caused by train pass-by incidents. Since the significance of the impacts depends, in important part, upon the number of passbys, the adequacy of the analysis in an EIS for a rail project depends upon the accuracy of the prediction of how many passbys will occur. Under NEPA, an EIS must examine both the short-term impacts of a project, and also the reasonably foreseeable effects of that project over the long-term. Accordingly, the DEIS should have examined the anticipated effects of the Proposed Project not only upon the commencement of service but also over the longer term horizon. There is nothing in the DEIS to indicate that 16 round trips per day would meet ridership demand over the long term, or was properly used as the touchstone for the impacts analysis in the document.[4]

The Board does not dispute the appropriateness of including in the DEIS an analysis of short-term operational impacts of the Proposed Project, utilizing a realistic commencement date baseline year. However, it believes that a second baseline year of 2030 or later must also be assessed to capture the long-term impacts of the Proposed Project, in combination with other projects expected to be on line as of that time. This is particularly important because it can reasonably be anticipated that the new two-track FECR corridor created by the Proposed Project will be much more heavily used at that time for both passenger and freight traffic. The DEIS itself indicates that freight traffic is expected to increase sharply upon completion of the Panama Canal improvements, DEIS at 5-17, and other projects such as Tri-Rail Coastal Link can be reasonably expected to be operational a few years after the Proposed Project comes on line. Since it fails to present such a "horizon year" analysis the DEIS is woefully deficient in its assessment of the long-term cumulative operational impacts of the Proposed Project on noise, vibration and other critical issues.

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[4] The DEIS itself makes no mention of traffic and transportation impacts in any years other than 2016 and 2019. However, buried in Appendix 3.3 C, entitled "Grade Crossing Details," is a brief description of some limited analyses performed for both 2016 and 2036. As discussed below, that analysis was not only obscured by its placement in an appendix to the DEIS, it also revealed exceptionally significant impacts, the implications of which should have been disclosed and thoroughly examined in the DEIS. It should be noted that the discussion in that appendix indicates that there would be a range of 16-19 passbys per day. *See, e.g.* DEIS App. 3.3C at 4-1.

4. **Climate Change: The DEIS Fails to Satisfy FRA's Legal Obligation to Adequately Analyze the Effects of Climate Change on the Proposed Project**

The Proposed Project sponsors are seeking $1.875 billion in low interest federal loan funds to facilitate construction of a high speed rail line in a corridor that lies completely within Florida's coastal zone and skirts in and out of the existing flood plain along 128.5 miles of the Atlantic Coast of Florida. Although the DEIS makes passing reference to the sorts of risks posed by climate change in locating a major new transportation facility in that area, it provides no meaningful analysis of such risks or the alternatives or mitigating measures that might minimize or avoid them.

Thus, the DEIS notes that "[t]ransportation systems [such as the Proposed Project] are vulnerable to extreme weather and climate change effects such as … sea level rise, and more intense storm events …" DEIS at 5-71. More particularly, the document acknowledges that "[t]he N-S and WPB-M Corridors of the Project are vulnerable to climate change effects in the near future. Both of these corridors are along the Florida coast and cross several coastal water bodies. Bridge structures, particularly those with lower elevation, will have increased vulnerability over time, and potential infrastructure damage may result from flooding, tidal damage and/or storms." *Id.* at 5-73.

Nevertheless, the DEIS offers only the most cursory examination of the vulnerability of the Proposed Project to sea level rise or the more intense storm surges the document itself acknowledges will occur in the near future. The DEIS subjects only *two* of the 18 bridge crossings required for the N-S corridor to any sea level rise analysis at all, and with respect to those facilities it simply compares their elevations to expected sea levels in 2030 and 2060. From this comparison, the DEIS finds that the bottom chord of one of the bridges would be under water at high tide during a 100 year storm in 2030, with no mention at all of impacts in 2060. *Id.* at 5-75. The vague conclusion drawn from this lackluster analysis is that the "vulnerability [of the Proposed Project bridges] will increase as sea level rises" and "there may be increasing periods of time where the train is out of service during storm events." *Id.* Nothing is said regarding the nature and extent of the property damage that may be caused to the bridge structures, or whether other components of the Proposed Project located within the substantially expanded future floodplain would also be at risk. Moreover, not a word is mentioned as to whether and how public safety would be put at risk in operating a high speed rail service within the corridor under such conditions, or mitigation opportunities.

The truncated analysis presented in the DEIS with respect to this issue stands at odds with firmly established federal policy on how climate change is to be accounted for in agency planning. In President Obama's 2009 Executive Order ("E.O.") 13514 "*Federal Leadership in Environmental, Energy, and Economic Performance*," all federal agencies, including USDOT and FRA, were directed to establish Climate Change Adaptation Plans. *See* 74 Fed. Reg. 52117, 52121, 52124 (10/8/2009). The President subsequently instructed federal agencies to "ensure that climate risk-management considerations are fully integrated into federal infrastructure … planning" in his "Climate Action Plan" issued in June 2013. Shortly thereafter, the President issued E.O. 13653, "*Preparing the United States for the Impacts of Climate Change*," which required all federal agencies to "reform policies and

Federal funding programs that may … increase the vulnerability of natural or built systems, economic sectors, natural resources, or communities to climate change related risks" and to "integrate consideration of climate change into agency operations and overall mission objectives …." E.O. 13653, Sections 2 and 5, 78 Fed. Reg. 66819, 66821 (11/6/2013).

USDOT complied with these directives by first issuing a Policy Statement in 2011, requiring integration of climate change adaptation strategies "into [its] core policies, planning, practices and programs." USDOT, "*Policy Statement on Climate Change Adaptation*" at 2 (6/2011). This policy also requires USDOT to use "best-available science" and apply "risk management methods and tools" in assessing and planning for climate change. *Id.* USDOT then issued a Climate Adaptation Plan which characterized the problem unique to transportation as follows:

> Transportation infrastructure is inherently long-lived. Bridges, tunnels, ports and runways may remain in service for decades, while rights-of-way and specific facilities continue to be used for transportation purposes for much longer. In addition to normal deterioration, transportation infrastructure is subject to a range of environmental risks over long time spans, including wildfire, flood, landslide, geologic subsidence, rock falls, snow, ice, extreme temperatures, earthquakes, storms, hurricanes and tornados. Infrastructure designers and operators must decide the magnitude of environmental stress that any particular project will be able to withstand over its lifetime.

USDOT, "*Climate Adaptation Plan: Ensuring Transportation Infrastructure and System Resilience*" at 3 (5/2013).

To deal with this problem, USDOT found that "newly constructed infrastructure should be designed and built in recognition of the best current understanding of future environmental risks. In order for this to happen, understanding of projected climate changes would need to be incorporated into infrastructure planning and design processes, across the many public and private builders and operators of transportation infrastructure." *Id.* at 6. More particularly, the agency committed to "take actions to ensure that Federal transportation investment decisions address potential climate impacts in statewide and metropolitan transportation planning and project development processes as appropriate in order to protect federal investments," *id.* at 5, and indicates that "FRA will consider potential climate impacts and adaptation during rail planning and corridor program development." *Id.* at 15.

The short shrift paid by the DEIS to the climate change-related implications of siting a federally funded high speed rail corridor in the coastal zone and flood plains of Florida falls far short of the careful planning envisioned by the President, and the commitments made by USDOT. It also does not conform to the requirement under NEPA that agencies consider thoroughly the "reasonably foreseeable" short- and long-term environmental impacts of their actions. In the event these

deficiencies are not corrected, billions of dollars in federal resources could be poured into a project that would be under an ever-increasing threat from future sea level rise and storm surges, with no serious attention paid to the ensuing consequences to public safety or the investment itself, and with no consideration paid to the measures that could be taken to avoid them. Indeed, according to the DEIS no action would be taken at all to assure that the Proposed Project is designed to withstand the future risks of sea level rise. On the contrary, AAF has announced its intention to build according to a construction design that would "maintain existing elevations where feasible," DEIS at S-14; and has specifically rejected the USCG request that alternatives be considered to raise the clearance beneath certain low bridges. Additionally, according to the DEIS, FRA has concluded that it would not be feasible to raise the clearance beneath certain bridges due to the significant delay it would cause to the Proposed Project, the overall costs and the risk associated with elevating the structures. *Id.* at 5-27.[5] One can only assume from this conclusion that the short-term success of the Proposed Project is being given greater weight than the overall safety of the public and of the federal investment. Moreover, since other viable high speed routes were screened out of the analysis, no consideration whatsoever has been given to alternatives, such as the utilization of the interior CSX corridor for high speed rail, that would avoid such risks altogether. The effects of future sea level rise and storm surges on the Proposed Project are "reasonably foreseeable" impacts, and the DEIS was materially deficient in failing to address them.

5. Floodplains: Locating the Proposed Project in Floodplains Is Not Demonstrated to be the Only Practicable Alternative.

The Proposed Project would result in the siting of long stretches of a multi-billion dollar high speed rail line in Florida's currently mapped floodplains, which can be expected to expand as a result of FEMA's ongoing "coastal flood risk study" for the East Coast of Central Florida. In addition, the Proposed Project's encroachment on floodplains would only increase with time as sea level continues to rise. FRA should not approve such a risky endeavor without first taking a hard look at other practicable alternatives, as required by the directives discussed below.

The very real risks of floodplain encroachment to humans and infrastructure were first recognized by President Carter in E.O. 11988, "*Floodplain Management*," which was intended to "avoid [the federal government's] direct or indirect support of floodplain development wherever there is a practicable alternative." 42 Fed. Reg. 26951 (5/24/1977). This order requires federal agencies that propose to support or allow floodplain development to first consider alternatives to such development. *Id.* at 26952. As mandated by E.O. 11988, USDOT issued its own floodplain directive, which sets forth the department's policy with regard to floodplains. USDOT Order 5650.2 "*Floodplain Management and Protection*," (4/23/1979). Under that directive, all USDOT agencies, including FRA, must take certain steps before supporting a project that would result in a

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[5] This determination appears to the Board to be premature, since the NEPA process has not yet been completed. Moreover, there is no hard data presented in the DEIS to support the rationale for such a determination.

"significant encroachment" – a term that includes likely future damage to transportation infrastructure in a floodplain that could be substantial in cost or extent. *Id.* at 4, 8.

There can be no doubt that the Proposed Project would result in a "significant encroachment" on floodplains. According to the DEIS, more than three quarters of the Proposed E-W corridor and one third of the N-S corridor would traverse currently mapped floodplains.[6] Thus, overall at least a third of the total project area (or more than a thousand acres) would be located in floodplains.

For FRA to provide RRIF funding for the Proposed Project it must satisfy certain requirements under USDOT Order 5650.2. First, it must ensure that the EIS "reflects consideration of alternatives to avoid [a significant] encroachment." *Id.* at 8. Next, the responsible individual at FRA must make a written finding that the proposed significant encroachment is the only practicable alternative. *Id.* Such a finding "requires a careful balancing and application of individual judgment" which should "include the full range of environmental, social, economic, and engineering considerations" where "special weight should be given to floodplain management concerns." *Id.* In addition, the finding must include a description of why the Proposed Project *must* be located in the flood plain, including the alternatives considered and why they were not practicable. The finding must also include a statement that the action conforms to applicable state and/or local floodplain protection standards. *Id.*[7]

The DEIS is entirely bereft of the information needed to satisfy FRA's obligations under E.O. 11988 or USDOT Order 5650.2. For example, due to the so-called "tiered" approach that AAF employed to screen out any meaningful alternatives analysis, neither in the few scant pages dedicated to floodplains nor anywhere else in the DEIS is there any detailed consideration of other possible routes.[8] Moreover, the DEIS does not so much as identify, and certainly does not discuss, applicable state and/or local floodplain protection standards, so FRA would be wholly unable to find that the Proposed Project conforms to such standards. Accordingly, approval of the Proposed Project on the current record would run counter to the letter and spirit of a federal policy aimed at ensuring that federal dollars are not spent on infrastructure projects most vulnerable to the risk of flooding, unless there is no other practicable alternative.

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6 These percentages are based on project area (corridor lengths and widths provided in DEIS Chapter 2) and the project study area within the 100-year flood plains identified in DEIS Table 4.3.4-1.

7 Similar requirements are reflected in FRA's own NEPA Procedures. *See* 64 Fed. Reg. 28555. Under those procedures, the agency may only facilitate floodplains development if: (i) the head of the agency finds that the only practicable alternative to the project is to site it in the floodplain; (ii) the agency designs or modifies the project to minimize potential harm to or within the floodplain consistent with E.O. 11988, and (iii) the agency prepares and circulates a notice containing an explanation of why the action is proposed to be located in the floodplain. *Id.*

8 *See* the Board's Comment 1, above.

6. **<u>Construction Impacts</u>: The Identification and Discussion of Construction Impacts is Virtually Absent from the DEIS.**

It is well established that a NEPA EIS must discuss and evaluate the construction impacts that would result from a proposed action. *See, e.g., FRA NEPA Procedures,* 64 Fed. Reg. 28556 (an FRA NEPA EIS "should identify and assess the impacts associated with the *construction period* of each alternative" (emphasis added)); USDOT NEPA Procedures, Attachment 2 at 13.

Proceeding from the unrealistic premise that the Proposed Project would be constructed by 2016, the DEIS provides only the most superficial description of the construction-related activities that are anticipated, and little substantive assessment of the "temporary" construction period impacts those activities would cause. Thus, no details whatsoever are provided concerning the schedule for the work, the sequence of activities, the nature of those activities, the number and types of equipment that would be used, the level of truck traffic that would be generated in delivering materials to and disposing of waste from the work sites, the routes such trucks would take, road closures, detours, staging and storage area locations, or other matters critical to a meaningful impacts analysis. As a result, nothing of substance is discussed with respect to the impacts of construction activities on surrounding land uses, traffic, emergency response, or other critical issues.

Thus, the DEIS brushes aside construction-related land use impacts with a few words about "short-term construction easements on privately owned properties," and the assurance that "pre-construction land use patterns would return once the construction period concludes." DEIS at 5-5. Not a word is mentioned about the nature and extent of the disruption that would be caused to adjacent homes and businesses during the period that a massive infrastructure project is being constructed through the heart of downtown and residential areas. Indeed, rather than addressing the socioeconomic *impacts* of Proposed Project construction at all, the DEIS merely comes up with a few numbers on the economic benefits and jobs that could be generated by the work. DEIS at 5-130.

Likewise, the DEIS dismisses out of hand the traffic-related impacts of construction activities, stating that "the Project would result in minor, short-term impacts to freight rail transportation, regional highways and local vehicular traffic during construction." DEIS at 5-14. With respect to freight traffic, the document reaches that conclusion based upon the assurance that "[n]ew track construction ... would be performed according to best management practices" without specifying what those BMPs might be or how they might avoid disruption to freight traffic. *Id.* With respect to vehicular traffic, the document mentions that there would be road closures, but states that "typically," they would last no more than a week. No discussion appears at all as to whether there are certain roads that would be closed for a longer period; nor does the DEIS address whether police, fire or EMS emergency response would be delayed as a result of the road closures (and if so, what could be done to mitigate that impact). Moreover, no analysis is presented with respect to whether construction-related truck traffic would cause significant congestion on the roadways surrounding work sites and staging areas. Instead of disclosing construction period traffic impacts and identifying the mitigation measures to address them, the DEIS simply waves the issue away with

the assurance that "[p]roper planning and implementation and maintenance of mitigation measures (e.g., maintenance of traffic plans) will be specified and required for construction." DEIS at 5-15.

Given the magnitude of the effort required to build the Proposed Project, and the failure of the DEIS to include even a conceptual schedule backing up the contention that work would be completed by 2016, one can only assume that Proposed Project construction would extend over a period of many years. While the DEIS provides no information with respect to possible staging areas, it must also be assumed that such areas would be major facilities that are intensely busy over much if not all of that construction period. The potential environmental impacts associated with such activities and facilities should not have been dismissed with platitudes. Rather, they should have been carefully assessed, and specific mitigation measures should have been proposed to minimize them to the extent practicable.

Predictably, the half-hearted analysis included in the DEIS yields only the most amorphous mitigation measures. To provide a few examples, no mitigation at all is proposed to address the land use, socioeconomic and community character impacts of extended construction activities and prolonged conditions of disruption on affected commercial districts and residential areas; equally lacking are mitigation measures addressing vehicular traffic impacts during the construction period; transportation impacts on freight traffic are wished away with unspecified BMPs; and the only air emissions mitigation identified in the document relates to dust control, with no meaningful measures identified to address the effects of equipment and vehicular emissions of particulate matter of less than 2.5 microns ("PM_{25}") or NO_2. Such issues are dismissed with the statement that "[p]otential emissions associated with construction equipment will be kept to a minimum as most equipment will be driven to and kept at affected sites for the duration of construction activities." DEIS at 7-4. While such a practice may help reduce emissions related to the transport of such equipment, left unaddressed is the considerably more important issue of emissions from such equipment while operating at the work site. That issue cannot be put to rest by describing construction-related air impacts as "temporary," because the health-related standards issued by the United States Environmental Protection Agency for the relevant pollutants are short term standards (*i.e.*, 24 hours for PM_{25} and 1 hour for NO_2).[9] It is well established that diesel construction equipment emits PM_{25} and NO_2 in quantities that may result in serious air quality and public health impacts.

For these reasons, the DEIS does not take the "hard look" at construction period impacts that NEPA demands.

[9] Although some analysis is presented in the DEIS with respect to Noise and Vibration impacts during construction, that analysis is deficient for the reasons discussed in the Board's Comment 7.B below, and in the attached comments prepared by CDM Smith.

7. **DEIS Impact Analyses: The DEIS Fails to Properly Evaluate Two of the Most Potentially Significant Impact Areas to Local Communities: Transportation and Noise and Vibration**

A. **Traffic: The DEIS Omits Mention of the Results of its Own Transportation Appendix, Which Predicts Significant Impacts to Local Traffic Conditions Even Though It Is Based on an Inadequate Analysis.**

The N-S Corridor of the Proposed Project would cross 159 roadways at-grade through five counties between Cocoa and West Palm Beach. DEIS at 4-15. The DEIS concludes – after only the briefest discussion of localized traffic impacts – that increased train traffic will "result in minor increased traffic delays at existing roadway crossings." *Id.* at 5-11. But that conclusion is belied by the information tucked away in an appendix to the DEIS entitled "Grade Crossing Details," which consists of a report prepared by Amec Environmental & Infrastructure, Inc., in September 2013 entitled "Transportation and Railroad Crossing Analysis for the All Aboard Florida Passenger Rail Project from Cocoa to West Palm Beach, Florida" (the "Amec Report"). DEIS App. 3.3C. Even though the Amec Report is rife with methodological errors and shortcomings, it presents a bleak picture for local traffic conditions if the Proposed Project were to advance. For example, some intersection approaches would experience delays of up to 45 minutes per hour, snarling local traffic, impeding emergency vehicular movement and potentially causing other significant impacts to air quality and the socioeconomic well-being of the affected communities.[10] *See* DEIS App. 3.3C at 3-22. One can only imagine how dark the picture really would be if the analyses were conducted properly and reported accurately in the DEIS.

Close examination of the information presented in the Amec Report reveals that even based on a skewed and incomplete evaluation, there would be very significant impacts to local traffic conditions at the at-grade crossings along the N-S Corridor. For example, at the FECR grade crossing at Oslo Road in Indian River County, the Amec Report estimates that in 2016 there would be a westbound queue of 1299 feet every time a passenger or freight train passes by. *Id.* Notably, there is only 350 feet on Oslo Road between the FECR crossing and US 1. *See id.* at 3-8. Thus, the vast majority of vehicles would be backed up onto or beyond US 1, in queues that would extend hundreds of feet in both the southbound and northbound directions. Moreover, US 1 southbound at Oslo Road has a limited 150 foot right-hand turning lane and northbound US 1 at Oslo Road has two dedicated left-turn lanes each measuring 325 feet, for a total length of 650 feet. Accordingly, a 1299 foot queue is likely to consume the 350 feet on Oslo Road between the FECR crossing and US 1, the 150 foot south bound dedicated US 1 right turn lane, *and* the north-bound left turn capacity on US 1. There is no discussion about how this queue would function, and the Amec Report is devoid of any discussion of impacts on the north and southbound US 1 lanes. In addition, the Amec Report predicts that an *additional* year 2016 westbound queue of 3066 feet (for a passenger train passby, 3072 feet for a freight train passby) would form at the intersection of Oslo Road and US 1. As

[10] For example, eastbound delays at the Oslo Road and US 1 intersection in Indian River County would be 700 second at least three or four times per hour in 2036. DEIS App. 3.3C at 3-22.

noted above, this intersection is 350 feet away from the Oslo Road and FECR crossing, but neither the DEIS nor the Amec Report make any attempt to discuss how this intersection could operate with a combined queue for both intersections that would extend almost 4400 feet.

These impacts are predicted to significantly worsen in 2036. For example, in that year the eastbound queues that are predicted to form at the intersection of Oslo Road and US 1 each time either a passenger or freight train passes by would extend more than 7000 feet -- well over a mile. *Id.* at 3-22. Moreover, impacts of this magnitude would not be confined to Oslo Road, or the handful of other intersections considered in the Amec Report. Rather, they can be expected up and down the entire corridor, as trains come and go more than 50 times a day.

No hint of these significant traffic impacts appears in the body of the DEIS. In fact, the document as written reports information for 2016 and 2019, and does not address potential traffic impacts in 2036 at all. *See* DEIS at 5-6 to 5-14. Likewise, the ripple effect of the long queues predicted on local intersections – on the ability of police, fire and EMS vehicles to respond to emergencies; on traffic safety; or on economic conditions in affected business districts – is not addressed in the DEIS. And nothing is said in the DEIS or its appendices about how such impacts could be mitigated or avoided.

Moreover, the analysis presented in the Amec Report is unsupported by technical data or modeling results, and is deficient in several respects. Set forth below are a few examples of the deficiencies that riddle the Amec Report.

- **The number of intersections evaluated was an inadequate sample population.** The Amec Report examined just 6% of the at-grade intersections along the N-S Corridor (10 out of 159 at grade crossings, or 2 intersections for each of the five counties that would be bisected by the N-S Corridor). DEIS App. 3.3C at 3-1. No justification was given for why so few intersections were considered. Since every intersection is unique, a more reasonable sample size should have been selected.

- **Only half of each intersection was evaluated.** The Amec Report only examined eastbound and westbound movements through intersections, and failed to consider the impacts to the north-south movements in the four-way intersections evaluated. This is an egregious omission given that many of the intersections that would be affected by the Proposed Project involve significant regional north/south arterial roadways and there is little doubt that the predicted eastbound and westbound delays and queues would impact the north/south intersection movements, and perhaps regional mobility in general. It is standard protocol for a traffic impacts analysis to consider all movements in an intersection. Without such a full intersection analysis, it is impossible to understand the true impacts of the Proposed Project on local traffic.

- **Wrong baseline used for impacts evaluation.** The Amec Report failed to generate "no action" traffic operations for 2016 or 2036. The impacts of the Proposed Project should be assessed as compared to a no action condition. An appropriate no action

condition would be normal traffic operations plus freight movements as compared to normal traffic operations, plus freight and passenger train operations. The increment that would be derived by comparing such scenarios should have been generated for both 2016 and 2036. However, the Amec Report presents no comparison to a typical no action condition. Instead, it used a "weighted average" approach, that discounted the impacts of the Proposed Project by averaging the delay and queue lengths that would be created by the Proposed Project with those from typical traffic operations and freight movements.

- **No impacts discussion provided.** The Amec Report contains no discussion of the tables appearing at pages 3-1 to 3-26 within the report. Instead, it discusses the maximum crossing closure time, choosing to ignore the predicted queues and delays that would result from the closures.

- **Only the PM Peak Hour Was Modeled.** The Amec Report confined its analysis to the PM peak hour. However, the AM peak hour (which would include school and commuter traffic) or weekend midday peak hour could well represent a worst case scenario for many intersections. All three peak hours should have been examined.

- **Downtimes based on maximum speeds may be underestimated.** The downtime for each crossing was estimated based on passenger trains from the Proposed Project traveling at maximum predicted speeds. It is unknown if the maximum predicted speeds could be safely achieved and maintained along the entire length of the proposed N-S Corridor, therefore a more realistic speed should have been used that would have resulted in longer down times and a more conservative analysis.

- **Impacts for freight and passenger trains similar.** Even though the Amec Report goes to great lengths to highlight that the proposed passenger trains will be shorter and faster than freight trains, the delay and queue impacts are very similar for a passenger train and a freight train crossing. This is not explained in the Amec Report.

The Proposed Project has the potential to disrupt traffic at intersections along the entire length of the N-S Corridor between Cocoa and Miami. Notwithstanding the flaws in the Amec Report, that study provides some sense of the magnitude of the traffic impacts that can be expected. The Board urges FRA to undertake a careful study of those potential impacts, following standard analytical methodologies, and the socioeconomic, public safety, and other impacts that could also be expected to result. Those analyses should be presented in a supplemental draft environmental impacts statement.

B. Noise and Vibration: **The DEIS Failed to Follow FRA's Own Guidance in Performing Noise and Vibration Impacts Analyses, And as a Result Underestimates Potential Impacts.**

The noise analysis appearing in the DEIS does not take the "hard look" that NEPA requires for a major high speed rail project in the final stages of project planning. As noted above, the analysis focuses solely on noise conditions in 2016, the year assumed for the commencement of operations, and gives no consideration to conditions in later years. Moreover, even the 2016 analysis was wholly inadequate. For example, no monitoring was performed of existing noise levels at sensitive receptors affected by the Proposed Project, and no detailed assessment was provided as to how noise levels in the vicinity of such sensitive receptors might change once high speed rail operations begin. The general calculations presented in the document provide no specific indication of whether and where significant noise impacts might occur, or what reasonably might be done to mitigate them.

As noted in the Board's Comment 3 above, the FRA Noise Manual sets forth the ground rules for the assessment of noise impacts from FRA projects under NEPA. According to that document, a "General Noise Assessment" of the sort appearing in the DEIS is to be performed "commensurate with the level of detail of available data in the early stages of major investment planning and environmental clearance." FRA Noise Manual at 4-4. In contrast, according to the FRA Noise Manual:

> [a] Detailed Noise Analysis is appropriate for assessing noise impacts for high-speed train projects after the preferred alignment and candidate high-speed train technologies have been selected. At this point, the preliminary engineering has been initiated, and the preparation of an environmental document (usually an Environmental Impact Statement) has begun. Information required to perform a Detailed Noise Analysis includes type of vehicle equipment to be used, train schedules, speed profiles, plan and profiles of guideways, locations of access roads, and landform topography, including adjacent terrain and building features.

FRA Noise Manual at 5-1.

All such information should have been readily available at this point in the planning process for Proposed Project, given the fact that AAF is planning to begin construction next year. Thus, instead of the generalized calculations presented in the DEIS, under FRA's own manual the analysis should have included:

- Identification of noise-sensitive receivers, which depend on the land use in the vicinity of the proposed project.

- Estimation (based upon measurements taken at representative locations) of the existing noise exposure at each noise sensitive receiver or cluster of receivers using the methods presented set forth in the manual.
- Determination of the technology applicable to the project: steel-wheeled high-speed or very high speed electric (locomotive hauled or EMU), steel-wheeled fossil fuel, or maglev.
- Determination of noise exposure in terms of "sound exposure level" ("SEL") under reference operating conditions.
- Adjustment of the subsource reference SELs to the anticipated operating conditions of the project (i.e., train consist and speed).
- Development of an SEL-versus-distance relationship for each subsource that includes the effects of shielding along the path.
- Determination of total SEL at each receiver by combining the levels from all subsources.
- Assessment of noise impact at each receiver or cluster of receivers.

The DEIS compounds the deficiencies resulting from use of the wrong methodology by departing from the approach one would expect to see in a DEIS, where project impacts are first identified and all practicable mitigation is then identified to address them. *See* FRA Noise Manual at 6-36 ("In general, mitigation options are chosen from those below, and then portions of the project noise are recomputed and reassessed to account for this mitigation."). Instead of following this straightforward protocol, the DEIS builds mitigation into its impact analysis and notes that "159 grade crossings where severe, unmitigated impacts would occur" would be "eliminated" by a commitment to install wayside horns, hereby concluding that "the Project would have no permanent noise impacts" as a result of that commitment. DEIS at 5-46, 5-49. That conclusion is not only based upon the use of faulty methodology. It also short-circuits FRA's obligation to consider mitigation measures other than wayside horns to mitigate the severe impacts that were mentioned in passing. According to the FRA Noise Manual, among the measures that should have been considered are vehicle noise specifications, wheel treatments, vehicle treatments, vehicle body design, guideway support, operational restrictions, path treatments, noise buffers and ground absorption. These alternative and/or additional measures should have been considered by FRA.

8. <u>Section 106 and Historic Resources:</u> Localities were Excluded from the Section 106 Consultation and Significant Historic and Archeological Resources were Ignored by the DEIS.

Under Section 106 of the National Historic Preservation Act, P.L. 89-605, codified at 16 U.S.C. § 470 *et seq.* ("NHPA"), federal agencies must take into account the effect of their undertakings on historic resources that are either listed or eligible for listing on the National Register of Historic Places (the "National Register"). The federal agency must do so in accordance with procedures adopted by the Advisory Council on Historic Preservation (the "Advisory Council") appearing at 36 C.F.R. Part 800 (the "NHPA Regulations"), unless the agency substitutes the NEPA procedures for those required under the NHPA. *See* 36 C.F.R. § 800.8(c). Here, FRA elected not to substitute

NEPA procedures for those of the Advisory Council. *See* DEIS, App. 4.4.5.A.2, ("M. Hassell stated that FRA has decided not to use the substitution approach for streamlining the NEPA and NHPA Section 106 consultation process.").[11]

The NHPA Regulations require a federal agency to engage in a consultation process to identify historic properties potentially affected by the undertaking, assess its effects on those resources, and seek ways to avoid or minimize any adverse effects that are identified. The NHPA Regulations state clearly that "[a] representative of a local government with jurisdiction over an area in which the effects of an undertaking may occur *is entitled to participate as a consulting party*." 36 C.F.R. § 800.2(b) (emphasis added). Accordingly, the regulations provide that the "[t]he [federal] agency *shall* invite any local governments ..." to join in the consultation. *Id.* § 800.3(f)(1) (emphasis added). Notwithstanding such clear and explicit mandates, FRA did not invite the County to participate in the Section 106 consultation for the Proposed Project. On the contrary, it appears that a conscious decision was made to *not* invite the participation of the County and scores of other affected local governments. Thus, the DEIS states that only "four Certified Local Governments (CLG) and two local informants were ... contacted regarding information on locally designated historic resources." DEIS at 4-125. The reason for this, according to the minutes of the March 28, 2013 meeting between the State Historic Preservation Office ("SHPO") and AAF, is that SHPO "felt that ... due to past consultations with affected communities (i.e., West Palm Beach, Fort Lauderdale, Miami) additional separate meetings are unnecessary."[12] DEIS, App. 4.4.5.A.1 at 2.

Thus, only a handful of "certified" local governments were invited to participate in the consultation, leaving numerous other local jurisdictions (which – like Indian River County – are not certified) out of the discussions. As noted in minutes for a July 8, 2013 SHPO-AAF meeting that included the few consulting parties, including FRA, "[f]or the prior EA, county and local historic preservation staff were invited" to participate in the consultation, but for this phase no such invitation would be extended because the "project will not involve new station locations that would extend into historic districts." DEIS, App. 4.4.5.A.2 at 1.

The exclusion of virtually all local authorities from the Section 106 consultation was wholly improper. There is no basis in the NHPA regulations to limit participating local governments to those that are "certified." [13] Moreover, it cannot be argued that the NEPA scoping process

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11 The DEIS states on page 4-124 that "FRA is *coordinating* compliance with Section 106 with preparations of the DEIS" (emphasis added). Under the NHPA Regulations, "coordination" is distinct from "substitution." When the historic review is coordinated with the NEPA review, the Part 800 NHPA procedural requirements must be satisfied, along with those under NEPA. When the federal agency seeks to streamline its review by substituting NEPA procedures, those procedures are followed "in lieu" of those required under the NHPA Regulations.

12 The NHPA Regulations require FRA to consult with SHPO *and* representatives of local government with jurisdiction over an area in which the effects of the Proposed Project may occur. 36 C.F.R. § 800.2(c)(1), (3). They do not contemplate cutting localities ont of the process because SHPO advises that local consultation is "unnecessary".

13 It should be noted that the NHPA regulations governing consultation do not even mention certified local governments. 36 C.F.R. Part 800. By being "certified" a local government can play a more direct role in nominating resources to the National Register and may be eligible to receive certain historic preservation funds,

provided a hypothetical opportunity for local governments to provide input regarding the effects of the Proposed Project on cultural resources, as scoping is no substitute for active participation in a Section 106 consultation. It should be noted that Indian River County, like most localities without a proposed station, were not directly notified about, or invited to participate in, the scoping process. *See* DEIS, App. 8.1.B at App. B. FRA could not have expected localities to infer from the generic scoping notice that their only opportunity to provide the information on potentially affected resources, adverse effects and mitigation measures would be to attend and testify at the scoping sessions. This is especially so because in Indian River County's case, such sessions were not even convened in the county. The publication of a scoping notice does not satisfy FRA's regulatory obligation to invite local authorities to join in a Section 106 consultation.

Moreover, FRA was not justified in excluding multiple local authorities from the consultation on the basis that the Proposed Project will not affect cultural resources. On the contrary, one of the primary reasons for including local authorities in the process is to assist in the identification of resources that might otherwise be overlooked. That is exactly what happened here: in the absence of input from informed local authorities, the parties failed to identify a number of significant cultural resources or the effects that the Proposed Project would have on those resources. For example, no mention is made in the DEIS of two significant archaeological sites in Indian River County:

> The Vero Man site. This site is located along the Main Relief Canal (Van Valkenburg Creek), where project work would be performed to upgrade an existing railroad bridge, and to construct a second track. Archaeologists from Mercyhurst University, the local Old Vero Ice Age Committee, and scientists from the University of Florida have been working at this site over the past few years. Significant artifacts have been uncovered during recent excavations that support the theory that this area was important to a large number of extinct species and the Paleo-Indians that hunted them. The timeline has been established at 12,000 to 14,000 years ago and may be even older. The archaeological activities, research, and continued excavations are providing valuable information about the earliest people to inhabit Florida. The Vero Man site – Florida Master Site File ("FMSF") #8IR09 - has been determined to be eligible for the National Register by the Florida SHPO. Evidence of the presence of Paleo-Indians, extinct species, possibly hunting weapons, and an authenticated prehistoric art etching may make this site a potential "World Site."
>
> The Gifford Bones Site. This site is located at the North Relief Canal/Houston Creek, and is recorded as FMSF #8IR07 and #8IR08. FMSF #8IR07 is noted as "inside of drainage ditch" where bones of ground sloth, camel, mastodon and other animals were found. At FMSF #8IR08 a stemmed flint projectile point was '[d]ug out of [the]top of … brown sand in [the] new canal north of Gifford …". Rouse

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see 36 C.F.R. § 61.6(f), but whether a locality is certified has no bearing on the Section 106 process and clearly is not a prerequisite to being invited to join in a Section 106 consultation.

(1951) at 171. This narrow canal on both the west and east sides of the railroad bridge and Old Dixie Highway Bridge has yielded fossilized bones for decades.

Since it did not identify these significant historical resources in the course of the Section 106 process, FRA failed to assess whether project construction would affect these resources by disturbing *paleo* artifacts lying beneath the surface; whether vibration from increased freight and new passenger operations could damage those artifacts; and whether the lateral expansion of active rail operations would foreclose or hinder future artifact recovery efforts. Likewise, the DEIS failed to address ways to avoid, minimize or mitigate any adverse effects on these resources.

In addition, the DEIS fails to identify two affected architectural resources within Indian River County. Thus, nothing is said in the document about the Old Town Sebastian Historic District East or Old Town Sebastian Historic District West. There are over 40 contributing sites or buildings in these two districts, both of which are listed on the National Register. By failing to identify these districts, the DEIS neglected to mention that the FECR corridor bisects them, or to account for the contextual effects (such as noise, vibration, safety and visual impacts) that increased rail traffic associated with the Proposed Project would have on them. Nor did it address the measures that could be implemented to address those effects.

The omissions from the Section 106 Historic Resources analysis noted in these comments provide a few examples of the deficiencies resulting from the exclusion of local authorities from the Section 106 consultation. It is highly likely that additional resources located within other jurisdictions along the corridor were also overlooked as a result of the exclusionary consultation process that was employed. For that reason, FRA should reinitiate the Section 106 consultation by extending invitations to all affected local authorities and other parties entitled to participate under the NHPA Regulations.

9. <u>Section 4(f)</u>: The Section 4(f) Evaluation Failed to: Identify Significant Resources; Evaluate How the Proposed Project Would Use Those Resources; Whether There are Any Feasible and Prudent Alternatives To Those Uses; and Whether All Possible Planning Has Been Taken to Minimize Harm.

Section 4(f) of the Department of Transportation Act of 1966, prohibits USDOT agencies, including FRA, from approving a project if it "uses" a Section 4(f) Resource[14] unless (i) there is no prudent and feasible alternative to that use, and (ii) the project includes all possible planning to minimize harm to the Section 4(f) Resource. Pub. L. 89-670 (1966) (now codified at 49 U.S.C. § 303(c)). A project's "use" of a Section 4(f) Resource can either be direct, by physically impacting a resource, or "constructive", when a project's proximity impacts are severe enough to impair a

[14] Section 4(f) protects the following resources: publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge or site). 49 U.S.C. § 303(c).

Section 4(f) Resource. Regulations codified at 23 C.F.R. Part 774[15] and the FRA NEPA Guidance establish the process for FRA's compliance with Section 4(f).

As discussed in the Board's Section 106/Historic Resources Comment above, FRA failed to consult with local governments in the Section 106 process, and as a result, failed to identify in the DEIS significant historic resources listed on the National Register. These historic resources are protected Section 4(f) Resources, and the potential for the Proposed Project to "use" them must be assessed in the Section 4(f) Evaluation. *See* 23 C.F.R. § 774.11((e), (f). In particular, the Section 4(f) Evaluation must assess whether there are prudent and feasible alternatives to any use of these resources, and ensure that the Proposed Project includes all possible planning to minimize harm to them. Without correcting these substantial omissions -- and addressing any and all other Section 4(f) Resources that were overlooked in the analyses performed thus far -- FRA may not approve the Section 4(f) Evaluation.

10. <u>Coastal Zone Management Act Consistency</u>: The DEIS does not Provide a Basis for Determining Consistency with the Florida Coastal Zone Management Program.

The Florida Coastal Management Program ("FCMP"), codified in Chapter 380, Part II of the Florida Statutes, has been approved by the U.S. Department of Commerce pursuant to the Federal Coastal Zone Management Act ("CZMA"), 16 U.S.C. § 1451 *et seq.*, in 1982. 7 Fed. Reg. 47056 (Oct. 22, 1982). As a result, under the CZMA all federal activities affecting a coastal use or resource in Florida, including the provision of RRIF funding, must be consistent with the FCMP "to the maximum extent practicable." *Id.*; 16 U.S.C. §§ 1456(c)(1)(A), (c)(2); 15 C.F.R. § 930.50. The Florida Department of Environmental Protection ("FDEP") is responsible for evaluating whether federal activities are consistent with the FCMP, and must either concur or object to a consistency certification submitted for the Proposed Project. 15 C.F.R. §§ 930.62, 930.63. While FRA may intend for FDEP to rely on the information provided in the DEIS in making this determination, it is so lacking in substance as to preclude FDEP from relying upon it.

There is no meaningful discussion in the DEIS of whether and how the Proposed Project is consistent with the 24 statutory programs that comprise the FCMP. Instead, the document presents a "Draft Consistency Determination" consisting of Table 5.2.5-1, DEIS at 5-65, that includes a column with only the most cursory discussion of consistency. One example well illustrates this point. The FCMP identifies Chapter 267, Historical Resources as an "enforceable policy" for purposes of federal consistency. That statute declares that "[t]he rich and unique heritage of historic properties in this state, representing more than 10,000 years of human presence, is an important legacy to be valued and preserved for present and future generations." Accordingly, state agencies are directed to avoid taking or assisting in any action that would substantially alter in a way that

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[15] While the Section 4(f) Regulations are promulgated by FHWA and FTA, FRA has recognized them in the DEIS as being applicable to the Proposed Project. *See, e.g.*, DEIS at 6-3.

would adversely affect the character, form, integrity, or other qualities which contribute to [t]he historical, architectural, or archaeological value of [a historic] property" unless there is "no feasible and prudent alternative" and timely steps are taken either to avoid or mitigate the adverse effects, or to undertake an appropriate archaeological salvage excavation ...." F.S. Sec. 267.061. Table 5.2.5-1 dismisses any concerns with respect to this policy with the statement that "[b]ased on the information available, the Project would have no adverse effect on archaeological sites along the N-S corridor." DEIS at 5-68. However, as discussed in the Board's Section 106/Historic Resources Comment above, the cultural resources analysis presented in the DEIS was prepared without any meaningful consultation with local authorities, and entirely missed several significant historic resources in Indian River County alone. Since the conclusion set forth in Table 5.2.5-1 is not backed up by the facts, it provides no basis for a determination that the Proposed Project is consistent with this enforceable policy. The treatment of other enforceable policies in Table 5.2.5-1 is equally conclusory and unsubstantiated. As a result, the consistency analysis presented in the DEIS cannot serve as a basis for a determination of consistency with the FCMP.

11. <u>Consistency with Scoping</u>: The Analyses Committed to in the Scoping Report are Absent from the DEIS

In order to assure that the scope of a DEIS covers all matters of environmental concern identified by an agency in light of comments made by the public, the CEQ regulations clearly require that "[d]raft environmental impact statements ... be prepared in accordance with the scope decided upon in the scoping process." 40 C.F.R. § 1502.9(a). Contrary to this mandate, the DEIS deviates in critical respects from commitments made by FRA in the scoping report issued on June 28, 2013, (Attachment 8.1.B to the DEIS, the "Scoping Report").

For example, with respect to alternatives the Scoping Report indicates that "[t]he EIS will consider additional/alternative stations, including locating stations closer to city/government center[s]. This may include stations in Cocoa/Port Canaveral, Fort Pierce, Melbourne, Port Canaveral, Stuart, St. Lucie, and other cities along the Proposed Project corridor. *The EIS will also consider alternative rail alignment locations west of the current corridor, including parallel to the Florida Turnpike.*" Scoping Report at 18 (emphasis added). Notwithstanding these commitments, the DEIS offers no substantive analysis of either topic. The Board assumes that by promising consideration of alternative routes FRA intended to include in the DEIS something more than the application of AAF's profit-based criteria to screen all alternative routes out of substantive environmental review. Yet as discussed above, such a substantive analysis was omitted from the DEIS. Moreover, no real consideration at all was paid to additional stations along the N-S corridor.

In addition, the Scoping Report commits that '[t]he EIS will assess the primary and secondary (or induced) social and economic impacts of the Proposed Project, which may include relocating residences and businesses, changes in business patterns, employment, local school enrollment, community infrastructure, property values, and tax valuation/revenues. *Both local and regional social*

and economic impacts will be analyzed." Scoping Report at 20 (emphasis added). Nevertheless, as discussed in the Board's Comment 6, above, the DEIS failed to include any analysis whatsoever of the *localized* impacts that construction and operation of the Proposed Project would have on the socioeconomic conditions in affected commercial and residential areas. This is a glaring omission in light of: (i) the disruption that will be caused by construction activities associated with a major infrastructure project cutting through vibrant downtown areas and residential neighborhoods; (ii) the permanent barrier that would be created by operation of a highly active rail line separating commercial and residential neighborhoods; and (iii) the potential socioeconomic impacts of traffic congestion on the roadways proximate to the grade crossings.

Another commitment in the Scoping Report is that "[t]he EIS will consider cumulative impacts of all resources, to assess the impacts of the Project in conjunction with other rail projects." Scoping Report at 21. Yet as discussed in the Board's Comment 2, above, contrary to that commitment the DEIS explicitly rejects consideration of the cumulative impacts of the Tri-Rail Coastal Link project, notwithstanding the availability of the information needed to do so.

The above examples illustrate how far the DEIS strayed from the scope FRA promised to prepare at the conclusion of the scoping process. The Board urges the agency to now keep those commitments in a supplemental DEIS.

CDM Smith

Memorandum

To: *Mr. Chris Mora*

From: *Ms. Jill Grimoldi, BCES*

Date: *November 14, 2014*

Subject: *All Aboard Florida*

On September 19, 2014, the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement (DEIS) for the All Aboard Florida (AAF) high-speed rail project's Phase 2 (West Palm Beach to Orlando segment). FRA is serving as the lead Federal Agency for the review of the project. An Environmental Assessment (EA), presumably using similar methodology, was completed for the Miami to West Palm Beach segment (Phase 1) of the project in 2012. The FRA issued a Finding of No Significant Impact (FONSI) for Phase 1. A supplemental EA is under review (concurrently with the DEIS) for the revised location of a maintenance facility. The supplemental EA has no bearing on the DEIS review.

CDM Smith has conducted a thorough review of the DEIS. It should be noted that CDM Smith's review comments focus solely on the information presented in the DEIS that pertains to the portion of the Proposed Project within Indian River County's boundaries (including impacts on municipalities). The detailed summary is provided as **Attachment 1** to this memorandum.

After completing the review of the DEIS, CDM Smith has concluded that the evaluation has significant deficiencies when compared to the requirements of the National Environmental Policy Act, which outlines the requirements for an Environmental Impact Statement. The following presents a summary of the deficiencies. Additional discussion on each item is presented in Attachment 1.

Conclusions

Upon review of the DEIS, CDM Smith concludes that the document is incomplete and lacking in the following primary areas:

1. No impacts outside the FECR ROW were included.
2. As presented, the alternatives analysis appears to be insufficient.
3. Noise and vibration impacts assessment is not complete.
    a. Vibration data is lacking.
    b. General methodologies were used instead of the detailed assessment called for under the FRA manual.

c. Noise levels are underestimated when compared to the existing conditions data collected by CDM Smith.
d. Future condition predicts a near doubling of noise levels.

4. Construction/temporary impacts are not addressed (other than minimal construction noise data).

5. Traffic evaluation is insufficient.

    a. Number of crossings evaluated is not adequate.
    b. Very significant queuing impacts will result from the Project that were not properly disclosed.
    c. Traffic projections not based on actual traffic counts kept by Indian River County (updated annually).
    d. AM peak not included.
    e. Delay and queuing calculations are unclear.
    f. RTC model results do not include impacts to at-grade crossings or the results of multiple trains at rail crossings.
    g. No mention of future greenway plans (for bicycle and pedestrian use).
    h. No data given on the projected emergency vehicle impacts for at-grade crossings; no indication of the local emergency routes that were input into the RTC model to render a solution on possible delay impacts.

6. Wetlands analysis is incomplete. Evaluation must include potential impacts resulting from improvements made at crossings outside of the existing ROW.

7. Threatened and Endangered Species analysis is incomplete. Evaluation must include potential impacts resulting from improvements made at crossings outside of the existing ROW.

8. EJ requirement for community outreach is insufficient; specifically, outreach to disadvantaged communities was not adequate.

9. Regarding Coastal Zone Management, enforceable policies 553 and 597 were not addressed.

10. Cultural Resource evaluation is grossly lacking.

    a. No mention was made of the historic districts or dozens of historic sites.
    b. Local governments/groups/individuals as Section 106 Consulting Parties.
    c. No archaeological survey appears to have been conducted for portions of the project APE.
    d. No vibration analysis information provide as it pertains to cultural or archaeological sites.

In conclusion, CDM Smith believes that the evaluation included in the DEIS is incomplete and recommends that a supplemental DEIS be required prior to issuance of a Record of Decision by the FRA.

cc: Dylan Reingold
Kate Cotner
Jane Wheeler

Executive Summary

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    b. Very significant queuing impacts will result from the Proposed Project that were not properly disclosed.
    c. Traffic projections not based on actual traffic counts kept by Indian River County (updated annually).
    d. AM peak not included.
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Section 1
General Comments

1.1 Background

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA establishes "national environmental policy and goals for the protection, maintenance, and enhancement of the environment and provides a process for implementing these goals within the federal agencies."

From the U.S. Environmental Protection Agency's (U.S. EPA) NEPA website: "Title I of NEPA contains a Declaration of National Environmental Policy which requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. Section 102 requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. Specifically, all federal agencies are to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment. These statements are commonly referred to as environmental impact statements (EIS)."

On September 19, 2014, the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement (DEIS) for the All Aboard Florida (AAF) high-speed rail project's Phase 2 ("Proposed Project"). FRA is serving as the lead Federal Agency for the review of the Proposed Project. An Environmental Assessment (EA), presumably using similar methodology, was completed for the Miami to West Palm Beach segment (Phase 1) of the project in 2012. The FRA issued a Finding of No Significant Impact (FONSI) for Phase 1. A supplemental EA is under review (concurrently with the DEIS) for the revised location of a maintenance facility. The supplemental EA has no bearing on the DEIS review.

CDM Smith has conducted a thorough review of the DEIS. It should be noted that CDM Smith's review comments focus mainly on the information presented in the DEIS that pertains to the portion of the Proposed Project within Indian River County's boundaries (including impacts on municipalities).

1.2 General Comments

The DEIS limits the review of impacts to those activities being planned within the existing right-of-way (ROW) for the Florida East Coast Railroad (FECR), when in fact, the more significant local impacts would fall outside of the corridor at the individual roadway crossings (traffic control and signalization improvements) and bridge crossings. In general, FECR maintains a 100 foot ROW throughout Indian River County. CDM Smith was notified during the diagnostic field evaluation that intersection improvements would include the addition of 100 foot long traffic separating medians on each side of the crossing to address safety requirements for high speed rail projects. This adds up to 200 feet of additional impacts at each of the intersections where the median installation is feasible for the given crossing geometry (exit gates/4-quadrant gates will be used where medians cannot be accommodated). The addition of these medians, at many of the crossings, will require road widening, filling of stormwater swales/ditches, relocation of overhead and underground utilities and potential traffic impacts from shortened queue in turn lanes.

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The diagnostic report provided via email by Indian River County staff outlines some of the intersection improvements being proposed; however, this information is not presented in the DEIS. Therefore, the DEIS should be considered incomplete due to the lack of information addressing impacts outside of the ROW.

The DEIS is also silent on the potential impacts from construction activities. The document does not identify construction lay-down or staging areas, information on construction sequencing or duration, dust control measures, or the potential noise and vibration impacts to archaeological or historical sites along the corridor within the Area of Potential Effects (APE).

In addition to the missing construction and intersection improvement impacts, the following general comments were noted during CDM Smith's review:

1. The presentation of the Miami to West Palm Beach segment (Phase 1) separate from the remaining segments appears to be a clear case of segmentation (i.e. Phase 1 was reviewed and approved independently of and ahead of Phase 2). For a project to be segmented under NEPA, AAF would have had to demonstrate "Independent Utility" in order for project components to be reviewed and considered separately. CDM Smith is not convinced AAF has demonstrated "Independent Utility," and would request further documentation from FRA that this process was undertaken in accordance with NEPA requirements.

2. AAF applied for federal funds from FRA through the Railroad Rehabilitation and Improvement Financing (RRIF) program. Compliance with the NEPA is a prerequisite for approval of the RRIF loan application. CDM Smith also reviewed the RRIF loan application for the purpose of confirming consistency between the documents.

3. The Proposed Project analyzed in the DEIS is assumed to include 5 additional passenger train sets; 16 round-trip trips (32 one-way trips). The DEIS does not account for the increase in freight traffic that is noted in the RRIF loan application or the potential for increased passenger rail traffic over time.

4. The U.S. Coast Guard (USCG) cooperating agency acceptance and jurisdiction determination are included but the U.S. Army Corps of Engineers (USACE) and Federal Aviation Administration (FAA) agreements are not included.

5. The DEIS draws conclusions throughout without adequate justification. For example, the document concludes that no significant localized traffic impacts would result from operation of the Proposed Project; however, Appendix 3.3 C indicates that queues stretching for more than a mile would occur at least 4 times throughout certain area intersections. Such impacts, which could occur all along the corridor of the Proposed Project, were not appropriately addressed.

1.3 Indirect and Secondary Impacts

The DEIS concludes that there will be "no induced growth" as a result of the Proposed Project; however, there are direct statements to the contrary within the DEIS. For example, Table 5.2.5-1 states that, "The project would provide linkages between regional and statewide multi-modal transportation networks and promote commercial development within the vicinity of transit systems" and "The Project would have an indirect beneficial effect on future business opportunities and would likely promote tourism in the region." Section 5.1.2.3 states "The three proposed stations for the WPB-M Corridor (in West Palm Beach, Fort

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Lauderdale and Miami) may result in secondary effects such as creating potential for development and redevelopment outside the development directly associated with the stations. This additional development may also create impacts such as induced traffic generated by those developments." This statement contradicts Section 5.2.1.3, which states "The areas surrounding the proposed stations are already developed; the Project is not anticipated to result in induced growth or development that could generate additional emissions of criteria pollutants, and would not result in indirect or secondary effects to air quality."

1.3 Permitting and Regulatory Reviews

The DEIS fails to include documentation that USACE and FAA agreed to act as cooperating agencies for purposes of reviewing the Proposed Project. The NEPA-required cover page of the DEIS lists USACE, USCG and FAA be cooperating agencies. A "cooperating agency" is an agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) and will typically will have some responsibilities for the analysis related to its jurisdiction or special expertise (See 40 CFR 1501.6 and 40 CFR 1508.5). Page 1-5 of the DEIS indicates that USACE was asked to participate as a cooperating agency and USACE agreed; there is a similar statement regarding FAA's involvement on page 1-6. No cooperating agency documentation was provided for either the USACE or the FAA.

An EIS should include detailed statements concerning the environmental impacts of the proposed project; not bypass this obligation to other permitting processes. On October 7, 2014, the USACE issued a notice stating that, "The applicant has estimated that the north/south component of the proposed railway would occur within the existing FECR ROW and would only require minor impacts to waters of the United States (wetlands and surface waters) at various locations along the corridor. The Corps has initially determined these minor improvements could be verified in accordance with the Corps' Nationwide Permit (NWP) program. Verification by NWP would not require further public coordination." The notice further stated that USACE will use the final EIS as the NEPA document for issuance of the NWP.

Additional discussions with the USACE Project Manager indicated that authority for review of the proposed bridge improvements and replacements along the North-South (N-S) segment would be delegated to the USCG, in accordance with Section 9 of the Rivers and Harbors Act. Section 9 states that a USACE permit may still be required pursuant to Section 404 of the Clean Water Act if the construction of a bridge over a navigable waterway requires the discharge of dredged and/or fill material into waters of the United States. Without preliminary design plans for the Proposed Project, it is difficult to evaluate the extent of required dredge and fill activities, and therefore to what extent USACE involvement is required.

In addition to USACE and USCG authority, local permits will be required for the proposed bridge replacements and expansions. The Indian River Farms Water Control District (IRFWCD) maintains the North, Main and South Relief Canals. The referenced canals are listed in Appendix 5.3.6-B6 of the DEIS (ESA Section 7 Consultation 20140129) to be upgraded (not replaced). CDM Smith spoke with the superintendent of the IRFWCD, who indicated that there has been no contact or coordination to date between the AAF project team and IRFWCD regarding permit or maintenance requirements. IRFWCD further indicated that the existing support for the North Relief Canal Bridge is in a state of disrepair with significant washouts and undermining being observed on the southern support.

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Section 2

Affected Environment and Environmental Consequences

The majority of the existing environmental conditions and impacts are summarized in Sections 4 and 5 of the DEIS, and CDM Smith's review of those two sections is presented below.

2.1 Traffic and Transportation Impacts

2.1.1 Railroad Crossings Selected

The DEIS failed to consider a representative sample of railroad crossings in Indian River County and thus the impact has not adequately been analyzed or addressed. Two out of 30 crossings in Indian River County were selected based on the largest 2012 Average Annual Daily Traffic (AADT) on roads crossing the rail line. Oslo Road had a 2012 AADT of 14,400 and 19th Place an AADT of 11,500. Although these roads have the largest AADT, they may not necessarily have the longest delay and queue caused by train activity. Two out of 30 intersections represents an inadequate sample size.

2.1.2 Traffic Projections

The DEIS failed to follow FDOT guidance by not conducting actual intersection turning movement counts and not conducting an analysis using those actual counts. The DEIS estimated peak hour intersection traffic at the two Indian River County crossings by applying a K (daily traffic occurring in the peak hour) and D (directional distribution) factor to the AADT values. AAE then applied a turning movement volume distribution (left, through and right) to the PM peak hour traffic to estimate intersection traffic. The DEIS failed to calculate AM peak hour conditions completely. This methodology, according to the Railroad Crossing Analysis report for All Aboard Florida is found in the 2009 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook. CDM Smith's concern with this methodology is that the estimated peak hour intersection traffic volumes could be significantly different than actual traffic, and that the differences are compounded when a growth rate is applied. It would be more appropriate to conduct actual intersection turning movement counts and conduct analysis using those actual counts (see FDOT 2014 Project Traffic Forecasting Handbook Ch.6, Section 6.5 paragraph).

Year 2016 and 2036 traffic projections were based on a one percent annual growth rate. The report states this was based on historical traffic data and is conservative because much of the corridor has seen negative growth over the last several years. It would be more appropriate to utilize the regional Travel Demand Model to project future traffic conditions.

2.1.3 Delay and Queuing Analysis

The DEIS does not properly analyze the delay and queuing calculations. Table 3-10 in the rail crossing report presents some confusing information. First, the automobile delay and queue calculations caused by a passenger and freight train are almost the same, but CDM Smith understands that a freight train is much longer and will create a longer "gate down" condition. Second, CDM Smith is not sure how the delay and queue calculations are done. At Oslo Road and US 1 the eastbound delay and queue at the intersection is

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much longer than at the railroad crossing. For example, the year 2036 eastbound delay at the intersection is projected to be 656.2 seconds (10 minutes 56 seconds) (passenger train) versus 87.5 seconds at the railroad crossing. It seems that eastbound traffic would be delayed a similar amount of time whether it is due to the rail gate down condition or the traffic signal at US 1 being preempted by the train. Furthermore, the northbound left and southbound right turn delays and queues for traffic turning from US 1 onto Oslo Road are not shown. It is assumed that the northbound and southbound through movements on US 1 will have a green indication while a train is crossing Oslo Road, but all other movements at the US 1 and Oslo Road intersection oriented towards westbound Oslo Road will be prohibited. This could be substantial and create safety problems at the intersection. For example, the northbound US 1 dual left turn lane will likely reach its capacity of 26 vehicles or approximately 650 feet while a train is crossing Oslo Road such that excess vehicles are blocking the inside through lane. As the left turn lane demand increases, motorists may maneuver unsafely in and out of it as they attempt to travel westbound. Additionally, the southbound US 1 right turn lane at Oslo Road is approximately 150 feet long and can store approximately six vehicles. While a train is crossing Oslo Road, this right turn lane will likely reach its capacity. Finally, it is not clear where the westbound projected queue at the Oslo Road and US 1 intersection would be. For example, at that intersection, the westbound queue is projected to be 4,099 feet in 2036. At the FEC railroad crossing the westbound queue is projected to be 1,594 feet. If the 4,099-foot queue would consume the US 1 lanes feeding westbound Oslo Road, the impact on US 1 would be significant.

As the results appear flawed, the FRA should review the Synchro output to determine assumptions and more details about their methodology. It is not clear where or if the consultant got the actual traffic signal splits and offsets (traffic signal cycle lengths and timing).

The DEIS fails to give an adequate delay and queuing analysis for two trains crossing simultaneously The results of the delay analysis shown in Table 3-10 and 3-11 seem to represent one train crossing. CDM Smith understands that two trains could cross a road consecutively and that would lengthen the delay and queue. In effect, back-to-back trains crossing would compound the impact even more because queues from the first train would not have a chance to dissipate before the second train arrived.

CDM Smith believes that FRA must reexamine the appropriateness of the weighted average shown in these tables. The weighted average of delay, queue, and LOS does not provide meaningful information.

The DEIS failed to provide any mitigation for the long delays created by the rail crossing delays. The mitigation could include improvements to US 1 or the perpendicular crossing streets in the form of additional turn lanes, additional through lanes, or improved traffic signal equipment. Other potential mitigation could include improvements to the overall street network to relieve congestion caused by train crossings, or grade separating some of the railroad crossing to provide relief.

2.1.4 Local Traffic Impacts

The frequency projections of freight and passenger trains along the N-S Corridor identified in the DEIS would be anticipated to cause delays at one or multiple at-grade crossings simultaneously through Indian River County, however the DEIS states that there may be minor increased traffic delays at existing at-grade crossings. The report also states there may be delays to trains on a "shared use" environment (both passenger and freight service) which will be controlled by the Train Dispatcher as shown on pages 3-4 and 3-5. There is mention of installing additional passing tracks and from our understanding there are no existing passing tracks within Indian River County. With both the frequency projections of freight and passenger trains along the N-S Corridor it is safe to assume delays could increase at one or multiple at-

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grade crossings simultaneously through Indian River county. The train speeds as shown on Tables 5.1.3-1 & 5.1.2-4 for both passenger and freight appear to assume the speeds will be constant throughout the N-S Corridor and/or counties. This assumes all the existing and proposed track length through the counties can accommodate the stated speed and that no trains will require crossing over to the adjacent track or stopping within Indian River County.

The DEIS fails to use the proper model for impacts to at-grade crossings or the results of multiple trains at rail crossings and fails to adequately address mitigation for such impacts. The DEIS does state using Rail Traffic Controller (RTC) model is an acceptable method to predict train movements; however, the report stated results of this model for bridge closures over navigable waterways but not for impacts to at-grade crossings or the results of multiple trains at rail crossings The software will provide time-table and track occupancy results and animation (see www.berkelysimlulation.com) and take into account speed. The report does mention the addition of passing tracks and or universal crossovers (pg 3-37) to accommodate trains passing each other; however, there are no indications where these may occur. The DEIS does not present design plans to identify passing options. The DEIS does state there will be adverse environmental effects to at-grade crossings and that each crossing will be reviewed and mitigation measures installed to reduce these impacts (DEIS S-8). Again there are no design plans showing these mitigation measures or what the impact will be to the local authorities for the capital investment or additional maintenance costs. In addition, it is anticipated that there will be possible footprint increases to the existing roadway at intersections and possible additional traffic pre-emption signal heads.

2.1.5 Pedestrian and Bicycle Impacts

The DEIS overlooks impacts on bicycle and pedestrian traffic. Many of the railroad crossings are located in heavily populated and densely developed areas that generate a substantial amount of bicycle and pedestrian traffic. The impact to this growing segment of the traveling population has not been addressed. The DEIS does state (section 3.3.1) that "pedestrian at-grade crossings would be upgraded to enhance safety." The DEIS does not address additional risks to pedestrians crossing the tracks outside of grade crossings as a result of increased freight and new passenger rail traffic traveling at high speeds on two tracks. There are no future projections of greenways stated or statements that discussions have been made to local Transportation Metropolitan Planning Organizations about their projections for bicycle/pedestrian volumes and about their future plans for greenways.

2.1.6 Emergency Vehicle Mobility

Without the appropriate data, the DEIS does not adequately address the impact on emergency response vehicles. Indian River County has a significant number of hospitals and fire stations that will be impacted by additional railroad crossing blockages. Fire truck and ambulance movements are anticipated to be more inhibited when trains are moving through the grade crossings due to increase rail freight and passenger trains. As stated earlier, the DEIS does state the applicant used an RTC model (see section 4.3.4 on what the software will provide) for projected train movements; however, there is no data given on the projected impacts to at-grade crossings. In addition, there was no indication the local emergency routes were input into the RTC model to render a solution on possible delay impacts.

2.2 Noise and Vibration Impacts

The DEIS failed to include an in-depth assessment of the noise and vibration impacts caused by the Proposed Project. High Speed Ground Transportation Noise and Vibration Impact Assessment

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(DOT/FRA/ORD-12/15, September, 2012) provides the basic guidance and procedures for the assessment of potential noise and vibration impacts from proposed high-speed ground transportation projects. This manual is intended for projects with train speeds of 90 to 250 mph. The manual is similar to the FTA Transit Noise and Vibration Impact Assessment manual (which is intended for projects with train speeds up to 90 mph). An important characteristic of the noise from high-speed trains that is absent from the DEIS noise analysis is analysis of the onset rate of the sound signature. Onset rate is the average rate of change of increasing sound pressure level in decibels per second during a single noise event. The rapid approach of a high-speed train is accompanied by a sudden increase in noise for a receiver near the tracks. Based on the absence of discussion of onset rate and use of the FTA manual figure showing typical A-weighted maximum sound levels instead of the FRA manual showing typical A-weighted levels of high-speed train sources, indicates that the noise analysis relies more on the FTA manual than the more pertinent FRA high-speed train noise manual.

The DEIS lacks calculation details and quantitative support for its impact assessment as required by the Federal Railroad Administration manual. In general, the impact assessments are lacking calculation details and quantitative support. The Proposed Project is well beyond the initial planning stages. Therefore, these calculations and support documentation should be required as part of the DEIS analysis.

The DEIS fails to include an evaluation of noise and vibration impacts on subterranean archaeological sites and vertical historical sites along the N-S Corridor. The FRA manual references Section 106 and states with regard to historic and archaeological sites, "Special protection provided by law. Section 4(f) of the DOT Act and Section 106 of the National Historic Preservation Act come into play frequently during the environmental review of transit projects. Section 4(f) protects historic sites and publicly-owned parks, recreation areas and wildlife refuges. Section 106 protects historic and archaeological resources." The DEIS does not include a complete list of the subterranean archaeological sites and vertical historical sites along the N-S Corridor. It therefore does not evaluate the Proposed Project's noise and vibration impacts on the subterranean archaeological sites and vertical historical sites along the N-S Corridor.

Moreover, AAF made no attempt to collect representative noise data at a representative sampling of intersections along the corridor, as is required by Section 106 of the NHPA.

Specifically, CDM Smith noted the following deficiencies:

1. The DEIS relied on an inaccurate methodology for determining existing noise levels. The FRA manual recommends that noise be considered in terms of divergence, absorption/diffusion and/or shielding at a distance of 50 feet from the source. Existing noise levels at 50 feet were not monitored in the field, but rather estimated based on the FTA Guidance Manual based on population density or proximity to an interstate highway, airport, or an existing rail line. No figures are presented to show the existing ambient noise levels in the Project Study Area derived from these different estimated noise levels. Existing ambient noise levels would be helpful in comparing existing and future build impacts at sensitive land uses and historic properties. Measurements of existing ambient noise levels, especially at sensitive land uses and historic properties, should have been used as the combination of various transportation and urban noise sources can be complex. See Appendix B of the FRA manual which discusses options for determination of existing noise levels ranging from full measurement (more accurate) to tabular lookup (less accurate).

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a. Outdoor measurements were collected by CDM Smith using a Type 1 SoundPro DL sound level meter in October 2014. The noise meter was placed 5 feet above the ground level. Noise levels were measured at each location and the equivalent steady-state sound level (L_{eq}) was collected for each site logged in one minute intervals. One minute data log is important to determine any aberrant noise events at each site. Noise levels were measured at six locations within the Project Study Area, as shown in **Table 2-1.** The purpose of the ambient noise level measurement was to quantify the existing acoustic environment and provide a baseline for assessing the impact of future noise levels on the receptors in the vicinity of the proposed action resulting from the Proposed Project. No documentation of field measurements collected by AAF were presented in the DEIS.

Table 2-1 October 2014 Noise Data Collected by CDM Smith

Crossing Location		Measured (various time periods)			Ambient	Train Event	Train Horn
		Lmax	Leq	Lmin	Leq	Leq	Lmax
Sebastian	Roseland Rd	107	79	48	71	88	107
Sebastian	Schumann Dr	104	74	42	64		104
Vero Beach	45th St	101	71	47	64	83	101
Vero Beach	23rd St	105	78	52	64	86	105
Vero Beach	4th St	98	76	53	68	86	98
Vero Beach	Highland Dr	106	80	52	67	89	106

b. People generally perceive a 10 A-weighted decibel (dBA) increase in a noise level as a doubling of loudness. For example, a 70-dBA sound will be perceived by an average person as twice as loud as a 60-dBA sound. People generally cannot detect differences of 1 dBA to 2 dBA. Differences of 3 dBA can be detected by most people with average hearing abilities. A 5-dBA change would likely be perceived by most people under normal listening conditions.

c. The DEIS underestimates the noise impacts from the Proposed Project. Table 5.2.2-9 of the DEIS, indicates that the Proposed Project would result in daytime noise levels (Leq) ranging from 62.1 to 63.9 dBA close to at-grade crossings (average 62.5 dBA) and ranging from 61.4 to 63.5 dBA along the mainline tracks. The 20[illegible] ambient noise levels (L_{eq}) collected by CDM Smith in the field ranged from 61 to 71 dBA and 83 to 89 dBA during a train event for the existing condition. These values are higher than the projected background conditions used in the DEIS. The DEIS does not address different noise sources and combining of noise sources such as traffic noise, freight noise, and passenger train noise to calculate the increase in the noise levels from the Proposed Project **which results in underestimation of noise levels from the project.**

d. The L_{dn} ranged from 62.2 to 64.1 at-grade crossings and 61.6 to 63.6 along the mainline. The future noise levels listed in Table 5.2.2-10 shows the existing L_{dn} noise levels are 75 dBA with the project noise at 64 dBA in Indian River County. Comparing existing L_{dn} from the existing levels of 62.2 to 64.1 to future levels of 75 dBA, **there is a 10 dBA increase which equates to doubling of loudness.**

2. The DEIS fails to include existing vibration levels in the Project Study Area to compare to future vibration levels. Similarly, generic vibration levels at various distances are only shown for rubber-tired vehicles traveling at 30 miles per hour (mph), light rail traveling at 50 mph, and heavy rail traveling at 50 mph. As suggested by the DEIS, the vibration source in the E-W Corridor is SR 528, where vehicles in the Project Study Area will be traveling at speeds exceeding 30 mph. According to a later reference on

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page 5-43, freight trains observed for the Amtrak EA had speeds ranging from 30 to 49 mph. No figures are presented to show the existing vibration levels in the Project Study Area that were used to compare against the future vibration levels.

3. The estimated noise levels for SR528 presented in the DEIS are based on an incorrect classification. The DEIS shows that FRA used FTA noise levels for interstate highways to estimate noise levels near SR 528; however, SR 528 is a state road, not an interstate highway.

4. The DEIS fails to give a detailed explanation of the noise levels associated with both idling locomotives and moving locomotives. The DEIS mentions noise from idling locomotives and moving trains; however, it does not explain what these noise levels are and how the Ldn from moving and idling trains at the VMF were calculated to be 68.8 dBA at 50 feet.

5. The DEIS fails to provide a basis for its declared correction factors for the Proposed Project. On page 5-41, the DEIS states that there is a correction factor for passenger trains of 4 dBA. Moreover, on page 5-50, the DEIS states that there is a correction factor for passenger trains of 10 VdB). These figures, however, are referenced for passenger trains on elevated tracks. No basis is provided for these factors.

6. The DEIS did not adequately account for the noise and vibrations of the construction equipment or the noise and vibrations that occur when you use two pieces of equipment simultaneously. Construction noise is evaluated for the two loudest pieces of equipment. It is not clear whether it was assumed that both pieces of equipment will be operating concurrently. Numerous pieces of equipment operating concurrently may contribute substantially to the overall construction noise, even if the individual equipment may not be as loud as the two selected equipment. The DEIS should have described the other typical construction equipment and the number of various equipment operating simultaneously, and based the analysis on the combined noise from that equipment.

7. The DEIS fails to address the increase in future traffic noise along the Proposed Project corridor. The DEIS references existing noise from SR 528 and other roadways as the dominant existing noise source; however, the increase of traffic along these corridors that will occur by the time the Proposed Project is in full operation (future condition) is not documented. In the DEIS, the total future noise level is calculated by adding the Proposed Project noise level to the existing highway noise level, failing to account for the fact that population growth will result in increased traffic noise in the Project Study Area in the horizon year when the Proposed Project is fully operational. Increases in future traffic noise along Project Study Area travel corridors are not addressed in the DEIS. See the FRA manual, Chapter 3, Noise Impact Criteria, which discusses relationship of project noise impacts to ambient noise levels (the higher the ambient noise level, the lower the noise level increase before onset of impact).The document also does not discuss the freight and passenger rail growth and long term impacts.

8. The DEIS fails to analyze the increase in freight traffic in the alternatives analysis. The DEIS analyzes the increase in freight operation for the No-Action Alternative only. The change in freight operation should have been addressed for the Project Alternatives, as required by NEPA for an EIS.

9. The DEIS failed to discuss the quantitative effects of speed and type of locomotive on the noise and vibration levels. The DEIS indicates that noise and vibration levels were calculated for different train speeds. The document should have discussed the effect of the referenced speed and type of locomotive (i.e., freight vs. high speed passenger train) on noise and vibration levels, such as calculating high speed train onset rate (startle effect) and aerodynamic noise (see FRA Manual).

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10. The DEIS did not properly analyze the noise and vibration impacts to land uses, historical structures or archeological resources that are within 600 feet of the Proposed Project's Rail Corridor. Page 4-37 of the DEIS specifically states that the Project Study Area for vibration extends approximately 600 feet from the rail corridor; however, on page 4-122, the DEIS deviates from the 600 feet boundary and presented a vibration analysis for archaeological resources that was limited to the footprint of subsurface activities within the existing approximately 100-foot wide FECR ROW for the N-S Corridor.

11. The DEIS fails to disclose the total number of land uses that are sensitive to noise or vibration (a.k.a. sensitive receptors) currently being affected by existing noise levels. In Section 5.2.2.2, numbers of impacted sensitive receptors are presented for various project components. AAF should discuss the total number of sensitive receptors and ones that may already be impacted without the Proposed Project in the Affected Environment section (refer to FRA Manual).

12. The DEIS fails to adequately describe the noise and vibration mitigation. Section 7.2.4 indicates that AAF will implement mitigation measures as part of the project design; however, it is unclear what that mitigation would be, or what its effectiveness would be in addressing significant impacts.

13. The DEIS fails to include a documented mitigation analysis. Moderate and Severe impacts are identified in the DEIS, however, mitigation analysis is not documented. Noise barrier analysis or horn noise assessment using the FTA and FRA noise assessment manuals is not included in the DEIS. The FRA manual for high-speed rail projects is designed to complement the FTA manual. The High-Speed Ground Transportation Noise Spreadsheet Model has been developed in conjunction with the FRA manual for calculating noise from high-speed rail projects.

2.3 Air Impacts

The DEIS did not use the correct methodology to analyze the increase in vehicular emissions caused by the Proposed Project. The Methodology section on page 5-34 of the DEIS states that for vehicular emissions modeling, "all vehicles were assumed to be gasoline burning vehicles." The assumption is not used by the Federal Highway Administration (FHWA) and is not a U.S. EPA-recommended methodology for NEPA analyses [U.S. EPA, "Policy Guidance on the Use of MOVES2014 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (EPA–420–B–14–008, July 2014)]. The DEIS should analyze the vehicular emissions using the latest version of the U.S. EPA's Motor Vehicle Emissions Simulator (MOVES), MOVES2014 [Note that the older version, MOVES2010, is also acceptable. (79 FR 60343)]. The FRA should have obtained MOVES2014 input files from the Florida Department of Environmental Protection or FDOT for Florida vehicle fleet distributions, by geographic area, and run these to obtain accurate, up-to-date, and defensible emissions inventories for a representative mix of vehicle types and ages.

The DEIS fails to examine the negative localized impacts of air emission rates due to the Proposed Project. Tables 5.2-1 and 5.2.2 show the overall regional net benefit in annual mass air emissions due to the induced modal switch from passenger cars to train use. The text suggests that this benefit is not uniformly distributed across the state. The Miami to West Palm section of the project will receive most of the benefit, because that is where train stations are available to travelers; however, it is likely that Indian River County will suffer detriment because the Proposed Project will INCREASE annual mass air emission rates in its area. This is because Indian River County will have no train stations to remove on-road vehicle trips, but will have

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increased emissions from passenger trains, induced additional freight trains, and greater idling at at-grade crossings. The Proposed Project's air emissions impacts specific to Indian River County should be modeled and disclosed. The public should have complete information about impacts the Proposed Project will cause in some portions of the state so that other portions of the state can receive benefits.

The DEIS fails to address the Proposed Project impacts to the localized air quality. Potentially significant localized impacts would be expected to be associated with maintenance yards, terminals, and park-to-ride lots., The Proposed Project plans to have third-rail siding at three locations in Indian River County .If the purpose of the third track siding is to hold idling freight trains while the high-speed passenger trains passes, the DEIS should include modeling for these emissions, especially diesel particulate matter emissions. The DEIS should also address potential effects to sensitive receptors nearest these locations.

The intersection carbon monoxide analysis has been generalized from the 2012 Phase 1 studies. An up-to-date analysis with the latest traffic and emissions data is recommended to determine if a microscale dispersion models should be run for carbon monoxide concentrations at the worst-case at-grade crossing in Indian River County (FHWA Technical Advisory T 6640.8A). An analysis for the new one-hour nitrogen dioxide National Ambient Air Quality Standard (NAAQS) should be included. Although quantitative modeling is not required by FHWA Technical Advisory T 6640.8A, this new stringent NAAQS is a possible issue at congested intersections.

Section S.2.1.4 Construction-Period Impacts evaluation lacks the detail required for an adequate DEIS. Among other things, the analysis should include a discussion of the length of the construction period along each segment, identification of areas where contaminated soils would be disturbed (and specific mitigation measures), identification of construction staging areas and their activities, description of and commitment to specific dust control measures, and an evaluation of exposure to diesel particulate matter emissions from construction equipment (FHWA Technical Advisory T 6640.8A).

Regarding DEIS Section 7.2.3 – Mitigation Measures, Air Quality, the discussion of mitigation for fugitive dust control is generic, and there is no mention of mitigation for diesel particulate matter emissions. Mitigation discussion is required under 40 CFR 1502.16(h). The section should identify the Best Management Practices that would be employed at staging areas and at construction sites. CDM Smith recommends also that AAF commit to use of construction equipment meeting U.S. EPA Tier 4 emissions standards, or to retrofitting equipment not meeting these standards with diesel particulate matter filters.

2.4 Coastal Zone Management

The DEIS speaks to the applicable coastal zone management statutes (Table 5.2.5-1) and concludes that the Proposed Project is consistent, but there is very little back-up for this conclusion. Additionally, Table 5.2.5-1 omits applicable, enforceable policies 553 (Building and Construction Standards) and 597 (Aquaculture). As in the rest of the DEIS, the assumption is made that all work will occur within the existing FECR corridor, which does not take into account intersection improvements, staging, noise barriers, stormwater management, etc.

The following excerpts from Table 5.2.5-1 are examples of unsupported statements:

1. "Chapter 163, Part II *Growth Policy; County and Municipal Planning; Land Development Regulation:* The Proposed Project would be consistent with local, regional, and state comprehensive plans.

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Consistency with these plans has been included in the purpose and need criteria matrix used to develop the Action Alternatives."

Comment: The DEIS fails to adequately address the Proposed Project's consistency with Indian River County's local Coastal Zone Element Plan. Under the Florida Coastal Management Program Guide, Chapter 163, Part II, Florida Statutes is an enforceable policy incorporated in the federally-approved FCMP. Chapter 163.3194 provides the legal status of comprehensive plans that have been adopted in conformity with the Coastal Zone Management Act. Therefore, Proposed Project must be consistent with the Indian River County 2030 Comprehensive Plan. There is no information provided in the DEIS specifying how the Proposed Project is consistent with this Comprehensive Plan Also, the only planning consistency criterion used in the alternatives screening is "Consistency with plans of transportation agencies and landowners." There is no reference to consistency with local plans in the discussion of purpose and need or alternatives.

2. "Chapter 252 *Emergency Management:* The Proposed Project would include the development of a passenger rail system within an existing rail corridor and along an existing highway ROW. The E-W Corridor would be located outside of the defined storm surge zones and hurricane evacuation areas for Brevard and Orange counties. Within the N-S Corridor the rail line would be located within Florida Division of Emergency Management-defined storm surge zones; however the development would occur entirely within the FECR Corridor and would be consistent with the existing transportation uses. While the proposed rail system would encourage regional connection as well as growth in the vicinity of the supporting stations, growth would be focused in previously developed areas and would be consistent with existing commercial and industrial land uses. Consequently, the Proposed Project would not affect the state's vulnerability to natural disasters and would not affect emergency response and evacuation procedures. Further the Proposed Project would be consistent with the emergency preparedness policies within the East Central Florida and Treasure Coast SRPPs."

   Comment: The DEIS does not present any information regarding how the Proposed Project will affect emergency response and evacuation procedures. Under the Florida Coastal Management Program Guide, Chapter 252, Florida Statutes is an enforceable policy incorporated in the federally-approved FCMP. The statement that the Proposed Project would encourage growth contradicts other statements throughout the DEIS that the Proposed Project will not result in induced growth/development. Furthermore, the conclusion that because growth would occur in developed areas, vulnerability to natural disasters would not be affected is not true. Increased development, even in developed areas, can certainly affect emergency response and evacuation procedures by increasing response times and making evacuation more difficult.

3. "Chapter 259 Land Acquisition for Conservation or Recreation: The Proposed Project would likely result in beneficial impacts; compensatory mitigation would be required including the potential acquisition of environmentally endangered lands. Impacts to delineated wetlands would require mitigation as required by Section 404 Individual Permits. Consequently, while the implementation of the Proposed Project would remove wetlands from the N-S and E-W Corridors, compensatory mitigation would include the potential acquisition of environmentally sensitive habitat types."

   Comment: The DEIS does not acknowledge the potential negative impacts to Indian River County that could result from mitigation activities and loss of environmentally sensitive lands. There is no

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explanation of what compensatory mitigation and/or acquisition of environmentally sensitive habitat types is envisioned elsewhere in the DEIS (should be included under "Mitigation Measures and Project Commitments" in Section 7). Furthermore, it's not accurate to say that the Proposed Project would result in beneficial impacts. The Proposed Project would result in negative impacts, thereby requiring mitigation.

4. "Chapter 288 Commercial Development and Capital Improvements: The Proposed Project would have an indirect beneficial effect on future business opportunities and would likely promote tourism in the region."

   Comment: Again, this statement in the DEIS contradicts other statements in the DEIS that there will be no induced growth/development.

5. In addition to the unsupported statements, the DEIS states that the Clearinghouse determined that a positive consistency determination from a "similar project" would be valid for the Proposed Project (see below from Section 5.2.5):

   "As stated in the 2013 FONSI for the WPB-M Corridor, the Florida State Clearinghouse has reviewed the South Florida East Coast Corridor Transit Analysis, a similar project to the Phase I to the WPB M Corridor described in the 2012 EA. The South Florida project was determined to be consistent with the FCMP, and the State Clearinghouse determined that this consistency determination would be valid for the AAF project because the AAF Project Study Area is fully encompassed within the South Florida East Coast Corridor Transit Analysis area which was found to be consistent in 2006 and there have been no relevant changes in the CZMA or FCMP criteria that would affect that determination."

   Comment: The Florida State Clearinghouse made a consistency determination without input from all of the Florida Coastal Management Plan agencies. In Florida, under Section 380.23, Florida Statutes, a project can only be found consistent if all commenting agencies (under the FCMP agency umbrella) with relevant statutory responsibilities concur. In this case, the FCMP agencies were not given an opportunity to comment on the project by the Florida State Clearinghouse. Rather the Florida State Clearinghouse made the determination without agency input. Per the Florida State Clearinghouse manual (http://www.dep.state.fl.us/secretary/oip/manual/manual.htm), the Clearinghouse sends the document or application to OIP for coordination of DEP review. The appropriate DEP division or district contacts distribute the project to appropriate division bureaus and satellite offices. Based on the information provided in the DEIS, this process was never conducted. Additionally, the South Florida East Coast Corridor Transit Analysis is cited as similar to Phase I, so the consistency determination for this project would not be valid for Phase II of AAF.

2.5 Environmental Justice (EJ)

The DEIS overlooks the negative impacts to minority and low income communities in those areas of the Proposed Project that do not have proposed stops. The EJ analysis indicates, under Indirect and Secondary Impacts, that the Proposed Project would have a beneficial effect on minority and low income populations in Orlando, West Palm Beach, Fort Lauderdale and Miami by providing an alternative transportation option that would improve access and mobility between Orlando, West Palm Beach, Fort Lauderdale and Miami. There however is no discussion of what type of beneficial effect the Proposed Project would have upon other EJ populations along the rail line. This is also connected to early comments received on the Proposed

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Project concerning areas without a station that would be adversely affected, but would not receive any economic or social benefits.

Additionally, AAF failed to conducted significant public outreach to affected minority communities located along the FECR corridor. AAF received a comment during early scoping for the Proposed Project to include significant public outreach to minority communities that are located along the FECR Corridor; however, there is no discussion within the DEIS of such an outreach occurring within Indian River County. Indian River County has confirmed with Freddie L. Woolfork, an Executive Board Member of the Gifford Progressive Community League, that AAF held a meeting at the Gifford Youth Activity Center for local citizens. The required meeting, however, was described as a "generic, shortened version of a previous (non-Gifford-specific) public meeting." There was no specific information pertaining to the impacts the Proposed Project would have on the Gifford community. In fact, Mr. Woolfork described the meeting with AAF as "more of a discussion to let [the Gifford Community] know that there would be a new passenger project in Florida and that there would be 32 round trips per day going through Indian River County at 120 MPH and that it is a great economic benefit to all of Florida..." It is therefore obvious that AAF held a meeting in the Gifford Community to satisfy a NEPA requirement without any intention of taking into consideration the comments, concerns and issues brought forth by those local residents.

2.6 Natural Resources Impacts

CDM Smith notes the following comments/concerns with regards to natural resources impacts:

2.6.1 General Comment

The DEIS does not fully address the environmental impacts to the natural resources located within Indian River County. For example, Sections 7.2.6 and 7.2.10 state that the relative mitigation activities will be identified in the various permit requirements (once issued), rather than identifying the impacts and stating what the mitigation activities will entail. NEPA requires that the environmental impacts be addressed in the DEIS, and not deferred to the permitting process. Moreover, on pages 4-54 and 7-8, the DEIS states that the USACE permitting process will rely on the DEIS as the required NEPA document to complete the Section 404(b) (1) analysis. It is therefore necessary that the issues be sufficiently addressed within DEIS document. Thus the analysis of the impacts is inadequate.

2.6.2 Water Resources

The following are examples from the DEIS demonstrating the lack of sufficient information necessary to adequately address impacts to water resources:

- Section 5 of the DEIS says stormwater Best Management Practices will be installed but gives no specifics on what type of Best Management Practices they intend to use or the location.
- Page 3-35 of the DEIS states that the Proposed Project will include installing a third rail at various locations (3 within Indian River County). On page 5-79 of the DEIS, it states "The Project would include improvements to the existing mainline and reconstruction of the second tracks on the existing track beds. Constructing the Project in the N-S Corridor would not create new impervious surface."
- The DEIS does not take into account that there will be new impervious surface due to road construction outside the existing corridor. For example, The DEIS fails to address the

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environmental impacts of the new impervious surfaces that AAF is required to install outside the existing corridor to qualify as a sealed corridor. On page 5-79, the DEIS states that constructing the Proposed Project in the N-S corridor will not create new impervious surfaces. This statement is contradicted in several areas throughout the DEIS. Page 3-33 of the DEIS states that the existing railroad system was built and is maintained to FRA Class IV track standards. On page 3-36, the DEIS states that the Proposed Project intends to operate at a speed of up to 110 miles per hour, which, according to the Railroad-Highway Grade Crossing Handbook –Revised Second Edition (2007), would require track improvements to achieve Class VI standards. Specifically, Class VI tracks (high speed rail) requires a sealed corridor, which includes the installation of a 100 foot median on each side of the road crossing (where feasible; 4-quadrant gates can be used as an alternative if crossing geometry does not support the installation of the median)(see Section 3 of the above-referenced handbook). These necessary improvements will cause new impervious surfaces that fall outside of the FECR ROW. The DEIS should address the additional impacts from these impervious surfaces.

2.6.3 Construction

The DEIS does not address staging or equipment laydown locations or temporary/permanent impacts on the natural environment. Under NEPA, the DEIS is required to address both construction and post-construction impacts of the proposed action. See Federal Register (volume 64, No. 101 dated May 26, 1999). This has not been done.

2.6.4 Mitigation

The DEIS fails to identify specific mitigation measures for the adverse effects the Proposed Project will cause on the natural environment. For example, page 7-10 of the DEIS states: "AAF will obtain an appropriate Section 404 permit from USACE prior to construction, and implement mitigation as required by the wetland permit conditions." NEPA requires that the specific impact be identified and corresponding planned mitigation presented.

The DEIS appears to claim the benefits of mitigation in several instances, without specifically describing the mitigation activity. Under NEPA, the impacts must be analyzed first before mitigation can be considered. According to Table 5.2.5-1 regarding land acquisition for conservation and recreation: "The Project would likely result in beneficial impacts; compensatory mitigation would be required including the potential acquisition of environmentally endangered lands. Impacts to delineated wetlands would require mitigation as required by Section 404 Individual Permits. Consequently, while the implementation of the Project would remove wetlands from the N-S and E-W Corridors, compensatory mitigation would include the potential acquisition of environmentally sensitive habitat types." There is no explanation of what compensatory mitigation and/or acquisition of environmentally sensitive habitat types would be required in the DEIS. Furthermore, it's not accurate to say that the Proposed Project would result in beneficial impacts. The Proposed Project would result in negative impacts, thereby requiring mitigation. That mitigation should have been addressed and described in detail in the DEIS.

2.7 Wetland Impacts

The wetlands discussion in Sections 4 and 5 of the DEIS is inadequate. No figures showing wetland locations relative to the Proposed Project area appear in the DEIS text or appendices. The DEIS does, however, include approximate acreages for impacts. IRFWCD staff has indicated that they do not believe

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that inclusion of the banks of the North, Main or South Relief canals as wetlands is appropriate. Background information is required to confirm the accuracy of these estimates.

The following are specific examples from Sections 4 and 5 of the DEIS deficiencies:

1. There is a statement in Section 4.3 that "Wetlands were identified and characterized for areas in which the Project would require ground disturbing activities." Those areas should be specifically identified and include all planned activities (roads, utilities, noise barriers and other mitigation, etc.) as well as staging and equipment laydown locations.

2. Section 4 states that field delineations were conducted for the FECR corridor but there are no figures showing wetland boundaries for that corridor. The text references the land use figures in Appendix 4.1.1-A, which do not show wetlands. The only wetlands figures in the appendices are for the E-W corridor.

3. USACE jurisdictional determination should be included in the DEIS/EIS.

2.8 Threatened and Endangered Species Impacts

The limited geographic scope of the DEIS prevents CDM Smith from fully analyzing the impact of the Proposed Project on threatened and endangered species. As is noted consistently throughout CDM Smith's review of the DEIS, impacts to threatened and endangered species are addressed only within the railroad ROW. The USACE, U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) determinations that the Proposed Project will have no adverse effect on threatened and endangered species are based on the assumption that all work will occur within the existing ROW (reference Sep. 18, 2013 letter from USACE to the National Oceanic and Atmospheric Administration; September 24, 2013 letter from USACE to USFWS; Oct. 2013 letter from NMFS to USACE; AMEC notes from Sep. 6, 2013 meeting with USFWS, USACE and NMFS). The determination needs to take into account any activity outside the ROW. AAF needs to present information about these activities to the agencies and include their feedback in the DEIS.

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Section 3
Section 4(f) Evaluation and Cultural Resources

As properly stated in Section 6 of the DEIS, Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 requires DOT agencies to avoid using certain public resources when undertaking transportation projects unless there is no prudent alternative and all necessary action is taken to minimize harm. Section 4(f) resources include publicly owned parks, recreation areas, wildlife and/or waterfowl refuges and historical properties of National, State or local significance.

The DEIS includes Section 4(f) comments in both Section 5 and Section 6; however, there are inconsistencies between the two sections. For example, Section 5 does not indicate historical properties (it should), while Section 6 does. Section 6 refers only to the St. Sebastian River Bridge within Indian River County.

3.1 Cultural Resources

Upon review of the Cultural Resources section of the DEIS it appears that the Section 106 process implemented can best be characterized as minimalistic. FRA's decision that "...consultation with local entities was not required for Phase II," is perplexing due to the overall size and nature of the Proposed Project which can affect such a vast array of resources (DEIS 4-124).

In the NHS Section 106 minutes contained in the Appendix of the DEIS, it is clear that the SHPO advised AAF to use the 106 process; however, the SHPO also determined that AAF did not need to fully engage local governments/groups/individuals as Section 106 Consulting Parties to fulfill the NEPA public input requirements of the National Historic Preservation Act (NHPA). This is simply not appropriate. CDM Smith feels strongly that this approach does not properly allow the local communities an opportunity to voice their concerns in a forum that is appropriate to the important resources within the Project Study Area.

The DEIS in regards to the identification, evaluation and effect determinations of historic properties is again minimal in its content with notable instances of known National Register listed and determined eligible resources. Several known archaeological sites that fall within the Proposed Project APE appear to not have been surveyed and evaluated for National Register eligibility and effects. At the very least they are not properly addressed. In addition, it is not clear if an adequate archaeological survey was conducted for portions of the Proposed Project APE. No subsurface testing was done in the N-S FECR Corridor per a letter dated Oct 31, 2013.

According to the DEIS, the FECR, a National Register Historic District, falls within the Proposed Project APE and has contributing resources adversely affected (St. Sebastian Bridge), yet the DEIS states that this same district has a no adverse effect determination as a result of the Proposed Project. If a district loses a contributing resource, then the district itself experiences an adverse effect. It is also apparent that not all known historic resources were identified and evaluated within the Proposed Project APE as several National Register Historic Districts are absent from the discussion within the DEIS.

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The DEIS either completely omitted or inadequately addressed numerous historical and archeological sites in Indian River County.

Two other areas of concern relating to cultural resources are:

1. The DEIS does not indicate that vibration studies were conducted in relation to historic structures and archaeological sites.

2. The DEIS does not examine the construction impacts in relation to historic or archaeological resources (overall construction activities and staging areas are not addressed).

While the development of the Proposed Project's APE and methodology appear to have been developed with the input of SHPO, the DEIS's lack of information, and omission of important resources that clearly fall within the Proposed Project's APE are very concerning and raise the question whether the methodology was properly executed. Couple this with the substitutive process used that minimally consulted with local entities results in a DEIS that is lacking in these critical areas.

CDM Smith has worked closely with the Indian River County Historian and other local resources to identify a substantial number of properties missing from the DEIS that appear on either the State of Florida's Master Site File system or in the National Register of Historic Places. As stated above, Section 4(f) requires that consideration be given to "historic properties of National, State or local significance." Aside from those properties listed on the NRHP, there are a significant number of properties alongside the corridor that that are of local significance and importance.

CDM Smith believes that the Cultural Resources Evaluation included in the DEIS is incomplete and recommends that a supplemental DEIS be required prior to issuance of a Record of Decision by the FRA.

DRAFT

Cynthia Watson

From: Frank Watanabe
Sent: Wednesday, November 19, 2014 5:33 PM
To: 'Beth Mitchell'; Joseph Griffin; Andrea Coy
Cc: Cynthia Watson
Subject: RE: Chamber Comments to the EIS

Beth,

I will review and get you any comments by next Monday 11/24. I handed your Chamber Survey results and summary to Cindy Watson, who is handling our city survey summary and the submittal package on the DEIS. Your survey summary will be added to our City submittal package. If you have any questions on the submittal package, please call or email Cindy by next Wed 11/26. Our plan is to also have our official comments submitted to the FRA on Dec 1, 2014.

Thanks
Frank Watanabe
Public Works Director/City Engineer
City of Sebastian
(772) 388-8228

From: Beth Mitchell [mailto:bmitchell@sebastianchamber.com]
Sent: Wednesday, November 19, 2014 4:29 PM
To: Frank Watanabe; Joseph Griffin; Andrea Coy
Subject: Chamber Comments to the EIS
Importance: High

To All, this is a draft of the Chamber's comments that we will be submitting to the FRA on December 1, by email and snail mail. We would welcome any input on this before we submit. Thanks, b.

Beth L. Mitchell
President / CEO

Sebastian River Area Chamber of Commerce
700 Main Street, Sebastian, FL 32958
Phone: 772-589-5969 | Fax: 772-589-5993
www.SebastianChamber.com







Sebastian River Area
CHAMBER OF COMMERC

Constant Contact Survey Results

Survey Name: All Aboard Florida Survey

Response Status: Partial & Completed

Filter: None

11/19/2014 9:25 AM EST

How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	0% 100%	Number of Response(s)	Response Ratio
Positive		5	5.6 %
Negative		56	62.9 %
No or Minimal Impact		27	30.3 %
No Response(s)		1	1.1 %
	Totals	**89**	**100%**

How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	0% 100%	Number of Response(s)	Response Ratio
Positive		4	4.4 %
Negative		59	66.2 %
No or Minimal Impact		23	25.8 %
No Response(s)		3	3.3 %
	Totals	**89**	**100%**

What
is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer	0% 100%	Number of Response(s)	Response Ratio
Strongly Support		6	6.7 %
Moderately Support		7	7.8 %
Neither Support or Reject		8	8.9 %
Moderately Reject		7	7.8 %
Strongly Reject		60	67.4 %
No Response(s)		1	1.1 %
	Totals	**89**	**100%**

My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer	0% 100%	Number of Response(s)	Response Ratio
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.		33	44.0 %
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.		46	61.3 %
Other		33	44.0 %
	Totals	**75**	**100%**

In
the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

69 Response(s)

Constant Contact

Print Report

All Aboard Florida Survey
Response for: rex@rrgunshop.net
Completed: 4/14/2014 6:57 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

Comment: I think it will overall not benefit the city or business since there is no stop here.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: IF the frequency is such that it impacts traffic, it could hurt downtown activities and businesses

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: No financial benefit to us

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

If it can be stopped, stop it. The freight trains are bad enough

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 3/27/2014 8:58 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
✔	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: But only if there is a stop in Indian River County

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: tupperette@aol.com
Completed: 4/13/2014 5:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: Don't see the benefits out weigh the noise and increased safety concerns. Current rails in FL less than successful

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: orcoffice@aol.com

Completed: 3/27/2014 8:59 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: 32 trains a day at 110 mph? No thanks.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: None

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Protest it going through here. And we sure don't need a stop here. All the low life's from everywhere would be infiltrating our little town.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: pirkle-chapman@hotmail.com

Completed: 3/27/2014 8:59 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Interruption of traffic flow will impact business for all businesses west of the railroad tracks from US 1

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Staff and patients will have to contend with road closing each time the train passes through Sebastian. We have nothing to gain by way of people stopping in this area to shop or use our services.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: Noise levels will increase and traffic will be disrupted. Not a winner for Sebastian and I would encourage our city leaders to do their job in making Sebastian a good place to live and work.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: No positive

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Aggressively oppose this waste of tax payer dollars. Noise and traffic disruptions will be intolerable to all the citizens of this county. Our quiet "fishing village" will

Constant Contact

Print Report

All Aboard Florida Survey

Response for: info@ferndalelodge.com

Completed: 3/27/2014 9:14 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
✔	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: build high speed rail tracks along I95

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Don't fight it, but do support efforts to add the "quiet crossings" at main street, Roseland rd, etc.
I get a laugh at all the small towns on the East Coast that want to get on the bandwagon by having "stops" along the way. What part of "high speed rail" don't they get. Also, it seems very selfish that if "it doesn't benefit our town - we don't want it". I'll bet people said that about gas powered motor cars vs. horses.
Our Chamber should encourage the project - but make sure that our quiet (used to be) fishing village is protected.
Ask anyone in the chamber who has ridden the Auto train ... non stop from Sanford to Virginia.. tracks right next to houses in certain areas with no quiet zones. but it serves the purpose of moving thousands of people and cars from one point to another.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: michelle@napierlawfl.com

Completed: 3/27/2014 9:45 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Train/track noise. Traffic congestion. Business interruption due to noise, vibration, etc. Environmental concerns.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Traffic congestion is assumed. Interruptions of business operations, conferences etc. due to noise, vibration, etc.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Constant Contact

Print Report

All Aboard Florida Survey

Response for: vogand@maronda.com

Completed: 3/27/2014 9:46 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: I do not see how a high speed train coming through town that does not serve the residents in anyway is a positive. If it stopped in Vero Beach to service residents then I think that would serve us... also, how many of those trains will come through at night and what will the noise level be like.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: depending on the times the train will go through town, it will either impact traffic of sleep.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: or Vero Beach

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Not sure you can stop a train.. but I disagree that the residence need to put up with private industry who does not consider the needs of a community needing their services.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: bthobby@att.net
Completed: 3/26/2014 3:57 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: None

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and north that already pass through on a frequent daily basis.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: wdilldelaw@bellsouth.net

Completed: 3/27/2014 9:52 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Excessive train traffic, noise and vibrations.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Delays in using our services. Safety concerns with crossing the tracks.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: Undue burden on Indian River County and Sebastian. Excessive impacts with no benefits.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Proof that train noise and vibrations would be less than we have now.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Organize and deliver information relating to adverse impacts of the trains for the EIS. Coordinate the hiring of legal assistance to fight and block Federal funding for the project.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: doctorneil9@yahoo.com

Completed: 3/26/2014 3:56 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

Comment: think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: too much noise many delays most people I speak to don't want it

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: just move it out west

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

fight it with all there strength as it will not benefit our citizens

Constant Contact

Print Report

All Aboard Florida Survey

Response for: metalmasters@gmail.com

Completed: 3/27/2014 10:24 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
✔	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Constant Contact

Print Report

All Aboard Florida Survey

Response for: dconley2@comcast.net

Completed: 3/26/2014 3:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: Too many trains.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	These train tracks should be located further west.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 3/26/2014 3:35 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: toukietheclown@gmail.com

Completed: 3/26/2014 3:24 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Causes customer delays as well

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: For the above reasons More traffic and more delays

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: We have no positive feedback

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Definitely oppose this high speed rail

Constant Contact

Print Report

All Aboard Florida Survey
Response for: lspurlock@quitdoc.com
Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Move the project out west along the turnpike & I95 corridor.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast
It would be acceptable and even good for business for a slow train to come through and be a connector along cities on the Treasure Coast and THEN connect with the high speed train outside and away from our cities.
High speed rail needs to be located out west of our interstate highways to take advantage of the right of ways already established

Constant Contact

Print Report

All Aboard Florida Survey

Response for: rcantner@irsc.edu

Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: I hear pro and con about this issue. Local businesses in Vero more concerned about the impact

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Just stay on top as you have. I appreciate ALL update and info. Thank you

Constant Contact

Print Report

All Aboard Florida Survey
Response for: jerry@woodsinsures.com
Completed: 3/26/2014 3:10 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Same as prior but where client is traveling to our business.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train bridges to better understand this take a close look at the Sebastian River RR Bridge rusty old metal built in the 1920's taking brutal beating from heavy freight trains 2 miles long never anticipated for the track. The freight trains which are limited to 55 miles per hour are dangerous enough to the public on these old structures now add 110

Constant Contact

Print Report

All Aboard Florida Survey
Response for: eallgonzalez@hotmail.com
Completed: 3/26/2014 3:05 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Noise level
No benefit for sebastian

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
✔	Moderately Reject
	Strongly Reject

Comment: Noise level
Add a stop in sebastian

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Reject unless there is a stop added

Constant Contact

Print Report

All Aboard Florida Survey
Response for: jeweler529@msn.com
Completed: 3/26/2014 2:52 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✔ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✔ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
✔ Neither Support or Reject
Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: bobwalter3@bellsouth.net

Completed: 3/26/2014 2:13 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
✔	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	I would like to see the Chambers of Commerce support at least one station in the county.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: terri.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: barginhunterwkly@aol.com

Completed: 3/26/2014 2:18 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Where is all the money coming from to handle this? More tax money when state of Florida all ready needs more money? Will there be more destruction of trees?

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: It appears our little town is starting to be like bigger cities. We are loosing our hometown community feel? Never satisfied with what we have?

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: To much traffic now.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Please protect our area from becoming a big city with lots of cement. Just left FT. LAUDERDALE BEACH area for some spring breakin. It is georgeous and we had a great time but way to much cement and not enough parks and things like we have here.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: tern.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	
	Positive
	Negative
✔	No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	
	Positive
✔	Negative
	No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer	
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer	
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: curtoxford@gmail.com

Completed: 3/26/2014 2:19 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: There is already too much sound pulution with the train service we do have. Traffic is also effected.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: I feel people will not want to frequent my clients businesses due to the loud noise and the loss of the small town feel we enjoy here in Sebastian

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: I am not in support of this for coming through Sebastian at all.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Even though it would be nice to have it stop here in Sebastian and have quiet crossovers above intersections (they really won't be quiet at all) I feel it would still be more of a nuisance and detriment. I do NOT support it at all . I lived in New York City next to a rail systems. This is truly NOT what people will want once they

Constant Contact

Print Report

All Aboard Florida Survey

Response for: stephanie.boucher@health-first.org

Completed: 3/26/2014 2:21 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: traffic congestion, increased noise

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: traffic congestion, increased noise

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: I would strongly support the railroad if a stop were made available in Indian River County.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Lobby for a stop in Indian River County.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: don@indianrivermassage.com

Completed: 3/26/2014 2:23 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: To much noise and delays.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: Move train to the mid state tracks.. Limited population and business's

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Move the train to mid state.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Tell our Gov NO not in our area

Constant Contact

Print Report

All Aboard Florida Survey

Response for: info@sebastianofficesupply.com

Completed: 3/26/2014 2:25 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: it would be taking out land and business next to the railroad tracks me included

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Please reject this project. I do not think it would be good for our area at all.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ksm@ksmengineering.net

Completed: 3/26/2014 2:26 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The tracks are directly behind our business. The current noise and horns are already heard by the normal train traffic. More traffic would only make this issue worst.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: All east bound customers would experience more delays in trying to get to our business on U.S.1.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: It would make more sense to run new tracks along a major hiway corridor. Overall I feel it's a waste of money. Few, if any people will ride this train to justify the expense.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Allow the people in the affected areas to vote on it.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	This survey is a good start. Hold public meetings to get a sense of where people stand on this proposal.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jenny.seemayer@regus.com

Completed: 3/26/2014 2:27 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer	
✔	Positive
	Negative
	No or Minimal Impact

Comment: If the train stops here, it might bring more business our way which is extremely positive.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer	
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer	
✔	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer	
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Stop in Vero Beach

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

I think we should strongly campaign for stops in Indian River County, especially Sebastian and Vero Beach. I think this is a great idea but more importantly having the train stop here will benefit IRC's inhabitants and possibly bring more business to our local businesses in IRC. This needs to be looked into. We may not be as big as West Palm, Ft. Lauderdale or Orlando but Indian River County deserves to have the train stop in Vero and Sebastian. I don't think we should allow this unless mandatory stops at Vero and Sebastian are agreed to by the FECI. If you need my assistance in campaigning for this, I will be more than happy to assist.
Jenny Seemayer

Constant Contact

Print Report

All Aboard Florida Survey

Response for: terri.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jeweler529@msn.com

Completed: 3/26/2014 2:52 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer	
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer	
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer	
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer	
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: eallgonzalez@hotmail.com

Completed: 3/26/2014 3:05 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
✔ Negative
No or Minimal Impact

Comment: Noise

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
✔ Negative
No or Minimal Impact

Comment: Noise level
No benefit for sebastian

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer
Strongly Support
Moderately Support
Neither Support or Reject
✔ Moderately Reject
Strongly Reject

Comment: Noise level
Add a stop in sebastian

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer
✔ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Reject unless there is a stop added

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jerry@woodsinsures.com

Completed: 3/26/2014 3:10 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Same as prior but where client is traveling to our business.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train

Constant Contact

Print Report

All Aboard Florida Survey

Response for: rcantner@irsc.edu

Completed: 3/26/2014 3:16 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: I hear pro and con about this issue. Local businesses in Vero more concerned about the impact.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Just stay on top as you have. I appreciate ALL update and info.
Thank you

Constant Contact

Print Report

All Aboard Florida Survey

Response for: lspurlock@quitdoc.com

Completed: 3/26/2014 3:16 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Move the project out west along the turnpike & I95 corridor.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: toukiethecIown@gmail.com

Completed: 3/26/2014 3:24 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Causes customer delays as well

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: For the above reasons More traffic and more delays

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: We have no positive feedback

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Answer
	Definitely oppose this high speed rail

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 3/26/2014 3:35 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: dconley2@comcast.net

Completed: 3/26/2014 3:47 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
Negative
✔ No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
Negative
✔ No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✔ Strongly Reject

Comment: Too many trains.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer
✔ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

These train tracks should be located further west.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: doctorneil9@yahoo.com

Completed: 3/26/2014 3:56 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

Comment: think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: too much noise many delays most people I speak to don't want it

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: just move it out west

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

fight it with all there strength as it will not benefit our citizens

Constant Contact

Print Report

All Aboard Florida Survey

Response for: georgelins926@gmail.com

Completed: 5/27/2014 7:53 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: none

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	reject it outright

Constant Contact

Print Report

All Aboard Florida Survey

Response for: bthobby@att.net

Completed: 3/26/2014 3:57 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: None

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 5/17/2014 7:21 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✔ Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✔ Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✔ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ditch13galleryandgifts@comcast.net

Completed: 3/26/2014 3:58 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
✔ Positive
Negative
No or Minimal Impact

Comment: It will bring people to the area.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
✔ Positive
Negative
No or Minimal Impact

Comment: More people spend more money

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer
✔ Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: I will be able to travel to other areas as well.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Maybe the chamber could get new businesses to open up in the area to help provide transportation/tours to and from other areas rather than just the Sebastian Downtown corridor.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 5/16/2014 6:59 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
✔	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	we need a stop! I travel to Orlando very frequently for business!!

Constant Contact

Print Report

All Aboard Florida Survey

Response for: casi100@bellsouth.net

Completed: 3/26/2014 4:12 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
Negative
✔ No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

Answer
Positive
Negative
✔ No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✔ Strongly Reject

Comment: I feel that this railway will have absolutely no benefits for our community other then costing the city monies that could be utilized elsewhere

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

I do not feel that the Chamber should take either a yea or nay stance in regards to the railway but to keep communications open with our business members and community with an unbiased opinion.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: sebastiansroadsiderestaurant@gmail.com

Completed: 3/26/2014 4:31 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
✔	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: A local station would be positive for business.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Support the measure.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: leahfacto@yahoo.com
Completed: 5/16/2014 2:40 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Nothing will change my mind.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Whatever you can do to make it not happen!

Constant Contact

Print Report

All Aboard Florida Survey

Response for: cynthia@vandevoordelaw.com

Completed: 3/26/2014 4:42 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Increased noise, traffic, and physical disruptions (shaking) will adversely affect my business and the desirability of the current location of my business. Also, this will deliberately bypass traffic that would otherwise get an opportunity to view and stop in to our community.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: I have hear many negative comments from clients. I have not heard any support for this project from members of our community.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
✔	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Moving the rail lines to a location off US-1 to I-95 corridor.

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Constant Contact

Print Report

All Aboard Florida Survey
Response for: bfext@bellsouth.net
Completed: 5/2/2014 7:07 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: The only real impact would be traffic backed up traveling east and west across the railroad tracks.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Same as previous question

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The reason I reject the proposed high speed railroad is because there are no stops in Indian River County. This does not benefit us in any way.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	You need to insist on having the Train to stop in the Sebastian area so it benefits the local economy.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: cbboc@yahoo.com

Completed: 3/26/2014 4:47 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
✔	Positive
	Negative
	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
✔	Positive
	Negative
	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
✔	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Whatever needs to be done in order to accomplish this proposed project quickly! It has been in the talk for too long...

Constant Contact

Print Report

All Aboard Florida Survey

Response for: virginia.heeler@coldwellbanker.com

Completed: 3/26/2014 5:38 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Will bind up the traffic load on the Main Street crossing onto US Hwy 1

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: This will impact traffic flow to and from the main arteries of Sebastian

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: With no regular stops in Indian River or St Lucie Counties there is no advantage to having the train disruption in traffic. I feel strongly that the system might be more utilized if there was at least 1 stop in Indian River County.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Answer
	Continue researching whether there might me need for a stop or stops here in this county

Constant Contact

Print Report

All Aboard Florida Survey
Response for: shadygrovenursery@yahoo.com
Completed: 4/29/2014 12:56 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Having to wait on trains that have no impact here is not what our city needs. We need services that BRING in customers and can TAKE us to other destinations. How many people are really going to pay the extra cost to take a train from Orlando to Palm Beaches or Miami. The planes they come in on will take them to these cities without the hassles of disembarking plane, going to airport, getting on train, getting off train.....I feel it is only going to cause a unsafe environment & much stress f

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
	No or Minimal Impact

Comment: See comment above.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Answer
	Make Sebastian a " DESTINATION " for the train.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: nm2101@yahoo.com

Completed: 3/26/2014 10:19 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Traffic stopping, noise pollution.
Environmental pollutants create anxiety which disturbs performing daily activities and increasing mental instability.
Our small town feeling will be disturbed. I predict sanity will decrease and crime will increase just because people feel less at ease.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Most of my clients are very elderly. The disturbance of their serenity will be very unhealthy to the body and the mind.

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: No positive effect for us: only negative.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: reasonable fees

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Must lobby the federal politicians.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mgingras61@gmail.com

Completed: 3/26/2014 10:52 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

Constant Contact

Print Report

All Aboard Florida Survey
Response for: lsmith@jerrysmithtile.com
Completed: 4/23/2014 12:05 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✔ Negative
No or Minimal Impact

Comment: TRAFFIC WILL BE BACKED UP AT CROSSINGS MANY TIMES A DAY. WHEN A TRAIN GOES BY NOW OUR BUILDINGS SHAKE LIKE CRAZY. EVERY YEAR WE HAVE TO REATTACH OUR CROWN MOLDINGS AND ALL THE TILES SHAKE ON THEIR RACKS IN OUR SHOWROOM AT JERRY SMITH TILE MAKING IT DIFFICULT TO TALK. I CAN'T EVEN IMAGINE WHAT IT WILL BE LIKE WITH 32 TRAINS A DAY! IT IS RIDICULOUS AND OUR PROPERTY VALUES WILL GO DOWN IT MAY PUT US OUT OF BUSINESS THE GOVT SHOULD NOT BE IN THE BUSINESS OF LENDING MONEY MAKE THEM MOVE OUT WEST!

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✔ Negative
No or Minimal Impact

Comment: WE WILL NOT BE ABLE TO GO ABOUT BUSINESS IN A NORMAL WAY EVER AGAIN ANYWHERE ON THE EAST COAST IF THIS IS ALLOWED TO HAPPEN BECAUSE THE EXISTING TRACKS SPLIT ALL OF OUR TOWNS IN TWO!!! IT WILL BE DISASTEROUS FOR BUSINESSES, PROPERTY VALUES, EMERGENCIES, TRAVEL, TRAFFIC, SAFETY ETC!

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✔ Strongly Reject

Comment: THESE QUESTIONS ARE VERY REPETITIOUS!

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔ Other: USE THE TRACKS WEST OF TOWN!

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 7/30/2014 11:34 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: Do you have a survay for Residences as well as businesses?

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Stop the train

Constant Contact

Print Report

All Aboard Florida Survey
Response for: mickey@cappcustom.com
Completed: 10/25/2014 8:09 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	REJECT! it will become a additional freight line

Constant Contact

Print Report

All Aboard Florida Survey
Response for: reservations@hirams.com
Completed: 10/17/2014 11:19 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✔ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✔ Negative
No or Minimal Impact

Comment: crossing over from the West is stalled and safety for our children and elderly who walk or bike over the tracks at many streets

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✔ Strongly Reject

Comment: Safety as well as no stops are my main issues.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

vote no train!

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 10/10/2014 11:50 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: This project will have a negative impact on the community, with zero benefits.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

If Sebastian has no station, there is no benefit. The chamber should oppose the project.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: margieduffell@aol.com
Completed: 10/9/2014 9:21 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: No Positive influence

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mickey@cappcustom.com

Completed: 10/25/2014 8:09 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer	
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer	
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer	
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	REJECT! it will become a additional freight line

Constant Contact

Print Report

All Aboard Florida Survey
Response for: fredsautobody@comcast.net
Completed: 10/24/2014 11:52 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: TRAIN WILL SHAKE MY BLDG.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: LESS ACCESS

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: THEY COULD GO UP THE MIDDLE OF THE STATE

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: chrispozgar351@msn.com
Completed: 10/17/2014 4:43 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Residence and business quiet infrastructure

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Wildlife protection. Business and Residence noise protection

Constant Contact

Print Report

All Aboard Florida Survey
Response for: cindi@fleye.com
Completed: 10/2/2014 10:40 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: As a Healthcare practice we are concerned with easy paths of egress to and from our facility for patients throughout the county. We are also concerned about potential interruptions for EMS and Emergency vehicles

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Our business is opening a satellite office east of the railroad tracks that impact patient appointment times and emergency access.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: The entire idea is boon-doggle
We are taught as business people to effectively research an idea before implementing. The supposed ridership numbers are not based on reality. It is the mind-set of 'build it and they will come'

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Move rail path to Center of State

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Find out how we can stop this from going forward. As business people and tax paying citizens, we do not want public money (loan or otherwise) used to support this project.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: sabrina.seme@bbbsbigs.org

Completed: 9/26/2014 2:59 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✔	Other: Bridges or tunnels to prevent traffic from being stopped.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 7/10/2014 10:27 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	This will destroy the area !

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ckbell@gulfstreamgoodwill.com

Completed: 3/27/2014 12:42 PM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
	Negative
✔	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
✔	Neither Support or Reject
	Moderately Reject
	Strongly Reject

Comment: Has no effect on our business and may pave the way for new business in the future

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

I think that the high speed railroad will be good for the Sebastian area as travelers will get a glimpse of the pretty city and may want to travel to it in the future

Constant Contact

Print Report

All Aboard Florida Survey
Response for: mmiller.miatc@gmail.com
Completed: 4/16/2014 3:24 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: Delays at crossings will increase costs to customers

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: See above

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
✔	Moderately Reject
	Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

	Answer
	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
	Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

	Install tracks west of the populated areas

Constant Contact

Print Report

All Aboard Florida Survey

Response for: patricia.jaman@solsticecommunities.com

Completed: 3/27/2014 8:12 AM EDT

1 **How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

Comment: We represent a 400-unit manufactured home community that backs up to the FEC railway on one side. We are already seeing many homeowners putting their homes up for sale in anticipation of the train traffic interfering more so than the current freight train traffic/noise they are experiencing now.

2 **How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.**

	Answer
	Positive
✔	Negative
	No or Minimal Impact

3 **What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.**

	Answer
	Strongly Support
	Moderately Support
	Neither Support or Reject
	Moderately Reject
✔	Strongly Reject

Comment: We feel the route should be moved toward the western portions of our county, to avoid further disruption of traffic, noise pollution and the potential for more high-speed car/train accidents.

4 **My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):**

	Answer
✔	Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✔	Addition of a station or stop for passengers using the high speed railroad in the Sebastian area
	Other

5 **In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.**

	Answer
	Support the local government's involvement in joining a Treasure Coast alliance group to create a larger "voice" in opposition to the trains running through our

Constant Contact Survey Results

Survey Name: All Aboard Florida Survey
Response Status: Partial & Completed
Filter: None
Nov 19, 2014 9:32:42 AM

Sebastian River Area CHAMBER OF COMMERCE

1. How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If p

	Answer	Respondent
	The tracks are directly behind our business. The current noise and horns are already heard by the normal train traffic. More traffic would only make this issue worst.	ksm@ksmengineering.net
	There is already too much sound pulution with the train service we do have. Traffic is also effected.	curtoxford@gmail.com
	Where is all the money coming from to handle this? More tax money when state of Florida all ready needs more money? Will there be more destruction of trees?	barginhunterwkly@aol.com
	traffic congestion, increased noise	stephanie.boucher@health-first.org
	To much noise and delays.	don@indianrivermassage.com
	Delays at crossings will increase costs to customers	mmiller.miatc@gmail.com
	If the train stops here, it might bring more business our way which is extremely positive.	jenny.seemayer@regus.com
	Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.	terri.hulse@seacoastnational.com
	Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.	lspurlock@quitdoc.com
	Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.	jerry@woodsinsures.com
	Noise	eallgonzalez@hotmail.com
	Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer	toukietheclown@gmail.com
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever,	bthobby@att.net
	think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise	doctorneil9@yahoo.com
	It will bring people to the area.	ditch13galleryandgifts@comcast.net
	Increased noise, traffic, and physical disruptions (shaking) will adversely affect my business and the desirability of the current location of my business. Also, this will deliberately bypass traffic that would otherwise get an opportunity to view and stop in to our community.	cynthia@vandevoordelaw.com
	26 additional stops a day at train tracks will deter customers from choosing businesses on the other side of the tracks.	info@computerhealthcare.net
	Will bind up the traffic load on the Main Street crossing onto US Hwy 1	virginia.heeter@coldwellbanker.com
	We are a manufactured home and RV community that backs up to the current rail service. It creates problems because a large portion of people do not want to be in the sites located along the back the community where the tracks are. We already lose revenue and an additional 32 trains would be a disaster for us.	barbarawp@bellsouth.net
	Traffic stopping, noise pollution. Environmental pollutants create anxiety which disturbs performing daily activities and increasing mental instability. Our small town feeling will be disturbed. I predict sanity will decrease and crime will increase just because people feel less at ease.	nm2101@yahoo.com
	We represent a 400-unit manufactured home community that backs up to the FEC railway on one side. We are already seeing many homeowners putting their homes up for sale in anticipation of the train traffic interfering more so than the current freight train traffic/noise they are experiencing now.	patricia.jamar@solsticecommunities.com
	Interruption of traffic flow will impact business for all businesses west of the railroad tracks from US 1.	pirkle-chapman@hotmail.com
	Excessive train traffic, noise and vibrations.	wdilldelaw@bellsouth.net
	Train/track noise. Traffic congestion. Business interruption due to noise, vibration, etc. Environmental concerns.	michelle@napierlawfl.com

	I do not see how a high speed train coming through town that does not serve the residents in anyway is a positive. If it stopped in Vero Beach to service residents then I think that would serve us... also, how many of those trains will come through at night and what will the noise level be like.	vogand@maronda.com
	My business is near the railroad tracks. Infrequent trains pass currently, but there is a lot of noise, with my building shaking, and disruption of normal conversations occurring during the passing of a train. 32 trains a day is too much noise and will negatively effect the quality of life in my community, disrupt my business, and give my county (Indian River County) no benefit, as the railroad does not see fit to even stop once in the county. I oppose the railroad plan.	thecatsmeowcatcl@aol.com
	As a Real Estate Broker, it will have a huge depreciation value on the sale of homes.	keepirbeautiful@gmail.com
	I own a florist in Sebastian so it will have a negative impact on getting deliveries as about 80 percent of our deliveries require crossing the tracks.	paradisefloristandgift@gmail.com
	Sower commutes waiting for trains	wcpoertner@gmail.com
	Patients using our services must cross the tracks to get from certain parts of Wabasso, Sebastian and Barefoot Bay to Fellsmere. They can choose to go to another provider on the same side of the tracks, having a negative impact on our business.	vsoule@tcchinc.org
	TRAFFIC WILL BE BACKED UP AT CROSSINGS MANY TIMES A DAY. WHEN A TRAIN GOES BY NOW OUR BUILDINGS SHAKE LIKE CRAZY. EVERY YEAR WE HAVE TO REATTACH OUR CROWN MOLDINGS AND ALL THE TILES SHAKE ON THEIR RACKS IN OUR SHOWROOM AT JERRY SMITH TILE MAKING IT DIFFICULT TO TALK. I CAN'T EVEN IMAGINE WHAT IT WILL BE LIKE WITH 32 TRAINS A DAY! IT IS RIDICULOUS AND OUR PROPERTY VALUES WILL GO DOWN IT MAY PUT US OUT OF BUSINESS THE GOVT SHOULD NOT BE IN THE BUSINESS OF LENDING MONEY MAKE THEM MOVE OUT WEST!	!smith@jerrysmithtile.com
	People will not want to wait at train crossings to get to the "east" side of town and will do their business and shopping on the side being most convenient.	Anonymous
	More Noise and Train Traffic through our rural area and it most likely will not have a stop brining new clients....	vickysantana@me.com
	Noise should be considered	barryscanlon1@gmail.com
	All bad	Anonymous
	Delaying of Traffic tremendously over current RR schedule. Noise and creating a dangerous condition of the town being split in half 32 times a day by a 100mph missle.	tedpank@comcast.net
	We already experience vibrations of our buildings when the current trains pass; this will be more frequent.	sebastianquality@bellsouth.net
	no stops. more train traffic. Have we checked as to whether more freight traffic will be coming down the road at some point. Thats where the railroad really makes its money.	Anonymous
	As a realtor, explaining that the train will cross our community about 38 times a day does not make our homes value increase! The customers that have recently purchased have stated that they would not have bought their home here had tey known about the hgh speed railroad.	Anonymous
	The noice from the train and closing 512 and main every hour is not good	joanmarievanover@yahoo.com
	I think it will overall not benefit the city or business since there is no stop here.	rex@rrgunshop.net
	Having to wait on trains that have no impact here is not what our city needs. We need services that BRING in customers and can TAKE us to other destinations. How many people are really going to pay the extra cost to take a train from Orlando to Palm Beaches or Miami. The planes they come in on will take them to these cities without the hassles of disembarking plane, going to airport, getting on train, getting off train.....I feel it is only going to cause a unsafe environment & much stress f	shadygrovenursery@yahoo.com
	The only real impact would be traffic backed up traveling east and west across the railroad tracks.	bfext@bellsouth.net
	As a Healthcare practice we are concerned with easy paths of egress to and from our facility for patients throughout the county. We are also concerned about potential interruptions for EMS and Emergency vehicles.	cindi@fleye.com
	TRAIN WILL SHAKE MY BLDG.	fredsautobody@comcast.net
	I live on one side and my business is on the other side of the tracks. Getting to and from with inventory etc will be impacted.	doug@seasidevapors.com
2. How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the		
	Answer	**Respondent**
	All east bound customers would experience more delays in trying to get to our business on U.S.1.	ksm@ksmengineering.net
	delays getting across tracks	arthurargenio@comcast.net

	I feel people will not want to frequent my clients businesses due to the loud noise and the loss of the small town feel we enjoy here in Sebastian	curtoxford@gmail.com
	It appears our little town is starting to be like bigger cities. We are loosing our hometown community feel? Never satisfied with what we have?	barginhunterwkly@aol.com
	traffic congestion, increased noise	stephanie.boucher@health-first.org
	it would be taking out land and business next to the railroad tracks me included	info@sebastianofficesupply.com
	See above	mmiller.miatc@gmail.com
	Inconvenience due to the additional RR traffic - crossing closing, noise level	terri.hulse@seacoastnational.com
	Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.	lspurlock@quitdoc.com
	Same as prior but where client is traveling to our business.	jerry@woodsinsures.com
	Noise level No benefit for sebastian	eallgonzalez@hotmail.com
	Causes customer delays as well	toukietheclown@gmail.com
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,	bthobby@att.net
	too much noise many delays most people I speak to don't want it	doctorneil9@yahoo.com
	More people spend more money	ditch13galleryandgifts@comcast.net
	I have hear many negative comments from clients. I have not heard any support for this project from members of our community.	cynthia@vandevoordelaw.com
	Property values will decrease Traffic will be backed up Noise pollution	info@computerhealthcare.net
	This will impact traffic flow to and from the main arteries of Sebastian	virginia.heeter@coldwellbanker.com
	See above	barbarawp@bellsouth.net
	Most of my clients are very elderly. The disturbance of their serenity will be very unhealthy to the body and the mind.	nm2101@yahoo.com
	Staff and patients will have to contend with road closing each time the train passes through Sebastian. We have nothing to gain by way of people stopping in this area to shop or use our services.	pirkle-chapman@hotmail.com
	Delays in using our services. Safety concerns with crossing the tracks.	wdilldelaw@bellsouth.net
	Traffic congestion is assumed. Interruptions of business operations, conferences etc. due to noise, vibration, etc.	michelle@napierlawfl.com
	depending on the times the train will go through town, it will either impact traffic of sleep.	vogand@maronda.com
	Disturbing the peace with loud train noises 32 times daily. I like my community the way it is, with an occasional train only. My business is near the tracks and passing trains require us to stop conversations, and shake the building and the floors. My patients are also disturbed by the noise. In addition, I am sure there will be odors associated with the trains also, and fumes which will negatively impact our Indian River Lagoon, already having problems with run off & pollution,bad4tourism	thecatsmeowcatcl@aol.com
	It will impact my business and customers greatly! The Real Estate values will plummet and we will lose buyers to the area.	keepirbeautiful@gmail.com
	more delays-health hazard for emergency vehicle traffic and noise of horns	logo.sew@comcast.net
	Fewer homes will be sold along the rail. Grant, Barefoot Bay, Sebastin.	wcpoertner@gmail.com
	We have business locations on both sides of the track. The number of trains added will delay staff and patients getting to their destination.	vsoule@tcchinc.org
	WE WILL NOT BE ABLE TO GO ABOUT BUSINESS IN A NORMAL WAY EVER AGAIN ANYWHERE ON THE EAST COAST IF THIS IS ALLOWED TO HAPPEN BECAUSE THE EXISTING TRACKS SPLIT ALL OF OUR TOWNS IN TWO!!! IT WILL BE DISASTEROUS FOR BUSINESSES, PROPERTY VALUES, EMERGENCIES, TRAVEL, TRAFFIC, SAFETY ETC!	lsmith@jerrysmithtile.com
	People will not want to wait at train crossings to get to the "east" side of town and will do their business and shopping on the side being most convenient.	Anonymous
	The noise and increased train traffic may detour clients from choosing to live in our area which is more laid back and quaint.	vickysantana@me.com
	customers & clients hate the idea!!	Anonymous
	A populated area being split in half 32 times a day by a high speed train can have no positive effect in our community.	tedpank@comcast.net
	Will/may increase time needed to visit our store...we are only a few hundred feet from railway	info@allritewaterfl.com
	Hindered access to medical facilities.	Anonymous

	They will go other ways to travel go to 95 to go north and south not rt1	joanmarievanover@yahoo.com
	IF the frequency is such that it impacts traffic, it could hurt downtown activities and businesses.	rex@rrgunshop.net
	See comment above.	shadygrovenursery@yahoo.com
	Same as previous question.	bfext@bellsouth.net
	crossing over from the West is stalled and safety for our children and elderly who walk or bike over the tracks at many streets	reservations@hirams.com
	Our business is opening a satellite office east of the railroad tracks that impact patient appointment times and emergency access.	cindi@fleye.com
	LESS ACCESS	fredsautobody@comcast.net
	Most of our customers can not get from their homes or workplaces to my business without crossing tracks.	doug@seasidevapors.com
3. What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space		
	Answer	**Respondent**
	It would make more sense to run new tracks along a major hiway corridor. Overall, I feel it's a waste of money. Few, if any, people will ride this train to justify the expense.	ksm@ksmengineering.net
	not really privately funded. 1.5 billion loan from government which will never be paid back to bring people to casinos. The so called private is only if it is profitable. The risk is to the taxpayers.	arthurargenio@comcast.net
	I am not in support of this for coming through Sebastian at all.	curtoxford@gmail.com
	I would strongly support the railroad if a stop were made available in Indian River County.	stephanie.boucher@health-first.org
	Move train to the mid state tracks.. Limited population and business's	don@indianrivermassage.com
	The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.	terri.hulse@seacoastnational.com
	The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.	lspurlock@quitdoc.com
	No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.	jerry@woodsinsures.com
	Noise level Add a stop in sebastian	eallgonzalez@hotmail.com
	I hear pro and con about this issue. Local businesses in Vero more concerned about the impact.	rcantner@irsc.edu
	For the above reasons More traffic and more delays	toukietheclown@gmail.com
	Too many trains.	dconley2@comcast.net
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,	bthobby@att.net
	great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here	doctorneil9@yahoo.com
	I will be able to travel to other areas as well.	ditch13galleryandgifts@comcast.net
	I feel that this railway will have absolutely no benefits for our community other then costing the city monies that could be utilized elsewhere	casi100@bellsouth.net
	A local station would be positive for business.	sebastiansroadsiderestaurant@gmail.com
	32 trains a day at 110 mph? No thanks.	orcoffice@aol.com
	Traffic jams Noise Customers will avoid crossing the tracks if they can Property values will decline	info@computerhealthcare.net
	With no regular stops in Indian River or St Lucie Counties there is no advantage to having the train disruption in traffic. I feel strongly that the system might be more utilized if there was at least 1 stop in Indian River County.	virginia.heeter@coldwellbanker.com
	A sound barrier wall would have to be installed at the expense of the railway to offset the additional noise our residents would have to endure.	barbarawp@bellsouth.net
	No positive effect for us: only negative.	nm2101@yahoo.com
	We feel the route should be moved toward the western portions of our county, to avoid further disruption of traffic, noise pollution and the potential for more high-speed car/train accidents.	patricia.jamar@solsticecommunities.com

	Noise levels will increase and traffic will be disrupted. Not a winner for Sebastian and I would encourage our city leaders to do their job in making Sebastian a good place to live and work.	pirkle-chapman@hotmail.com
	But only if there is a stop in Indian River County	Anonymous
	Undue burden on Indian River County and Sebastian. Excessive impacts with no benefits.	wdilldelaw@bellsouth.net
	Has no effect on our business and may pave the way for new business in the future.	ckbell@gulfstreamgoodwill.com
	This railroad plan is not needed at all, and I strongly reject the plan I once lived in a house next to the tracks, and I have first hand experience with the incredibly loud and disruptive noises produced by trains including crossings bells and monster horns of incredible decibels "warning" of the approach of a train. Good God-anyone could hear a train even with a horn a tenth the volume. I am rattled to the bone by train noise now, with my business near the tracks, but only infrequently now.	thecatsmeowcatcl@aol.com
	The trains would without question, negatively impact our peaceful community. It will endanger pedestrians, children, stray animals,sale of properties, emergency response time, and may lead to many unnecessary deaths. This train has NO benefit to Indian River County it only hurts us.	keepirbeautiful@gmail.com
	no benefit-only downside problems	logo.sew@comcast.net
	I don't want to see our nice little town to have high speed trains going thru it.i	paradisefloristandgift@gmail.com
	We do not need trains flying through our community at high speeds. We do not need the added noise to our community. We will not benefit from this service.	wcpoertner@gmail.com
	this project is a great step in the right direction for florida's mass transit infastructure	william.r.schultz@walgreens.com
	The east coast near US Highway 1 is not rural. Increased use of these tracks will add noise and congestion to this scenic roadway, increase potential individual injury and/or major catastrophes, and ruin what is left of small town shopping.	vsoule@tcchinc.org
	THESE QUESTIONS ARE VERY REPETITIOUS!	lsmith@jerrysmithtile.com
	I STRONGLY am OPPOSED to spending MY tax dollars for the care and upkeep of the crossing areas for this PRIVATELY OWNED businessâ¦ This is NOT democracy!!! It is the raping of us private citizens.	Anonymous
	It maybe private now but you know tax dollars will be in there somewhere	barryscanlon1@gmail.com
	No way, No how!!	Anonymous
	I do not see any positive aspect for Sebastian or our entire county..	tedpank@comcast.net
	Do not feel it is appropriate to reject since the railroad was there and in use when we purchased the property.	sebastianquality@bellsouth.net
	as long as sebastian area receives no benefits and has to pay	Anonymous
	I am concerned for the safety of our drivers and their passengers at crossings, high noise level, more time wasted at additional crossings.	planbsolutions@comcast.net
	The private company stands to benefit monetarily while our community and counties bear the burden of crossing maintenance ehich will only increase with added use.	Anonymous
	Don't see the benefits out weigh the noise and increased safety concerns. Current rails in FL less than successful.	tupperette@aol.com
	No financial benefit to us	rex@rrgunshop.net
	The reason I reject the proposed high speed railroad is because there are no stops in Indian River County. This does not benefit us in any way.	bfext@bellsouth.net
	Do you have a survay for Residences as well as businesses?	Anonymous
	Safety as well as no stops are my main issues.	reservations@hirams.com
	The entire idea is boon-doggle. We are taught as business people to effectively research an idea before implementing. The supposed ridership numbers are not based on reality. It is the mind-set of 'build it and they will come'.	cindi@fleye.com
	This project will have a negative impact on the community, with zero benefits.	Anonymous
	THEY COULD GO UP THE MIDDLE OF THE STATE	fredsautobody@comcast.net
	This will totally interrupt our way of life.	doug@seasidevapors.com
4. My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply): - Other responses		
	Answer	**Respondent**
	Allow the people in the affected areas to vote on it.	ksm@ksmengineering.net
	no government money used	arthurargenio@comcast.net
	To much traffic now.	barginhunterwkly@aol.com
	Move the train to mid state.	don@indianrivermassage.com
	Stop in Vero Beach	jenny.seemayer@regus.com

	Move the project out west along the turnpike & I95 corridor.	lspurlock@quitdoc.com
	We have no positive feedback	toukietheclown@gmail.com
	none	georgelins926@gmail.com
	None	bthobby@att.net
	just move it out west	doctorneil9@yahoo.com
	None	orcoffice@aol.com
	Moving the rail lines to a location off US-1 to I-95 corridor.	cynthia@vandevoordelaw.com
	sound walls	barbarawp@bellsouth.net
	reasonable fees	nm2101@yahoo.com
	No positive	pirkle-chapman@hotmail.com
	build high speed rail tracks along I95	info@ferndalelodge.com
	Proof that train noise and vibrations would be less than we have now.	wdilldelaw@bellsouth.net
	or Vero Beach	vogand@maronda.com
	nothing will cause me to support	thecatsmeowcatcl@aol.com
	Do Not Allow	keepirbeautiful@gmail.com
	No Positive influence	margieduffell@aol.com
	Neither	wcpoertner@gmail.com
	using tracks 5-10 miles west of the lagoon	vsoule@tcchinc.org
	USE THE TRACKS WEST OF TOWN!	lsmith@jerrysmithtile.com
	I DO NOT SUPPORT THIS	Anonymous
	None	tedpank@comcast.net
	or at least a stop in Vero/Ft Pierce area or Palm Bay/Melbourne area.	sebastianquality@bellsouth.net
	there is no benefit	Anonymous
	Nothing will change my mind.	leahfacto@yahoo.com
	Bridges or tunnels to prevent traffic from being stopped.	sabrina.seme@bbbsbigs.org
	Move rail path to Center of State	cindi@fleye.com
	Residence and business quiet infrastructure	chrispozgar351@msn.com
	Moving track near I-95	doug@seasidevapors.com
5. In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed		
	Answer	**Respondent**
	This survey is a good start. Hold public meetings to get a sense of where people stand on this proposal.	ksm@ksmengineering.net
	stop telling people it is privately funded. That's the scam. Let everyone no the risk is all with taxpayers for the 1.5 billion loan which won't be enough and will never be repaid.	arthurargenio@comcast.net
	Even though it would be nice to have it stop here in Sebastian and have quiet crossovers above intersections (they really won't be quiet at all) I feel it would still be more of a nuisance and detriment. I do NOT support it at all . I lived in New York City next to a rail systems. This is truly NOT what people will want once they get it. I can easily imagine how noisy 32 trains passing daily will be.	curtoxford@gmail.com
	I would like to see the Chambers of Commerce support at least one station in the county.	bobwalter3@bellsouth.net
	Please protect our area from becoming a big city with lots of cement. Just left FT. LAUDERDALE BEACH area for some spring breakin. It is georgeous and we had a great time but way to much cement and not enough parks and things like we have here.	barginhunterwkly@aol.com
	Lobby for a stop in Indian River County.	stephanie.boucher@health-first.org
	Tell our Gov NO not in our area	don@indianrivermassage.com
	Please reject this project. I do not think it would be good for our area at all.	info@sebastianofficesupply.com
	Install tracks west of the populated areas	mmiller.miatc@gmail.com

	I think we should strongly campaign for stops in Indian River County, especially Sebastian and Vero Beach. I think this is a great idea but more importantly, having the train stop here will benefit IRC's inhabitants and possibly bring more business to our local businesses in IRC. This needs to be looked into. We may not be as big as West Palm, Ft. Lauderdale or Orlando but Indian River County deserves to have the train stop in Vero and Sebastian. I don't think we should allow this unless mandatory stops at Vero and Sebastian are agreed to by the FECI. If you need my assistance in campaigning for this, I will be more than happy to assist. Jenny Seemayer	jenny.seemayer@regus.com
	I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast. It would be acceptable and even good for business for a slow train to come through and be a connector along cities on the Treasure Coast and THEN connect with the high speed train outside and away from our cities. High speed rail needs to be located out west of our interstate highways to take advantage of the right of ways already established.	lspurlock@quitdoc.com
	I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.	jeweler529@msn.com
	Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train bridges to better understand this take a close look at the Sebastian River RR Bridge rusty old metal built in the 1920's taking brutal beating from heavy freight trains 2 miles long never anticipated for the track. The freight trains which are limited to 55 miles per hour are dangerous enough to the public on these old structures now add 110 mile per hour trains that is insane and extremely dangerous to the general public and passengers. Speaking of passengers my understanding being mostly tourist traveling from South Florida to Orlando with the closest stop to our area being West Palm Beach and Cocoa.	jerry@woodsinsures.com
	Reject unless there is a stop added	eallgonzalez@hotmail.com
	Just stay on top as you have. I appreciate ALL update and info. Thank you	rcantner@irsc.edu
	Definitely oppose this high speed rail	toukietheclown@gmail.com
	reject it outright	georgelins926@gmail.com
	These train tracks should be located further west.	dconley2@comcast.net
	I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and north that already pass through on a frequent daily basis.	bthobby@att.net
	fight it with all there strength as it will not benefit our citizens	doctorneil9@yahoo.com
	Maybe the chamber could get new businesses to open up in the area to help provide transportation/tours to and from other areas rather than just the Sebastian Downtown corridor.	ditch13galleryandgifts@comcast.net
	I do not feel that the Chamber should take either a yea or nay stance in regards to the railway but to keep communications open with our business members and community with an unbiased opinion.	casi100@bellsouth.net
	Would like to see a stop in Seabastian, or at least slow the trains down. Would not support any rail closings. Emergency response would be greatly effected. Most of the fire houses are on the west side of the tracks.	arnold.air@hotmail.com
	Support the measure.	sebastiansroadsiderestaurant@gmail.com
	Protest it going through here. And we sure don't need a stop here. All the low life's from everywhere would be infiltrating our little town.	orcoffice@aol.com
	Whatever needs to be done in order to accomplish this proposed project quickly! It has been in the talk for too long....	cbboc@yahoo.com
	Try to move the train to the tracks in the center of the state	info@computerhealthcare.net
	Continue researching whether there might me need for a stop or stops here in this county	virginia.heeter@coldwellbanker.com
	If there are no proposed stops for this area I do not see any benefit to Sebastian or surrounding areas. Additional problems with noise and traffic.	barbarawp@bellsouth.net

	Must lobby the federal politicians. The state, by itself, is powerless.	nm2101@yahoo.com
	Support the local government's involvement in joining a Treasure Coast alliance group to create a larger "voice" in opposition to the trains running through our central business district at high speeds and no planned stops on the Treasure Coast.	patricia.jamar@solsticecommunities.com
	Aggressively oppose this waste of tax payer dollars. Noise and traffic disruptions will be intolerable to all the citizens of this county. Our quiet "fishing village" will be a thing of the past. The winter influx of "snow birds" will definitely be affected and we will all notice this in our pocketbooks. I would also like to point out the potential danger to all with trains coming and going all day.	pirkle-chapman@hotmail.com
	Don't fight it, but do support efforts to add the "quiet crossings" at main street, Roseland rd, etc. I get a laugh at all the small towns on the East Coast that want to get on the bandwagon by having "stops" along the way. What part of "high speed rail" don't they get. Also, it seems very selfish that if "it doesn't benefit our town - we don't want it". I'll bet people said that about gas powered motor cars vs. horses. Our Chamber should encourage the project - but make sure that our quiet (used to be) fishing village is protected. Ask anyone in the chamber who has ridden the Auto train ... non stop from Sanford to Virginia.. tracks right next to houses in certain areas with no quiet zones. but it serves the purpose of moving thousands of people and cars from one point to another.	info@ferndalelodge.com
	Organize and deliver information relating to adverse impacts of the trains for the EIS. Coordinate the hiring of legal assistance to fight and block Federal funding for the project.	wdilldelaw@bellsouth.net
	Not sure you can stop a train... but I disagree that the residence need to put up with private industry who does not consider the needs of a community needing their services.	vogand@maronda.com
	It will not impact my business but it does seem to upset my customers. it will not bring anything positive as it passes by the town.	kbradfield@aaasouth.com
	I think that the high speed railroad will be good for the Sebastian area as travelers will get a glimpse of the pretty city and may want to travel to it in the future	ckbell@gulfstreamgoodwill.com
	There is no possible positive business effect with no stops in Vero or Sebastian planned, as no passengers will be getting OFF the trains here. However there will be negative business effect with decreased tourism. There is however probable environmental damage that will be done to the Lagoon, which does not need additional challenges-with fumes, noise(noise stresses all animals from birds to dolphins, and stress causes disease), vibration from numerous passing trains can destabilize old buildings, shake new buildings, and cause unnecessary traffic pile ups and log jams. The presence of 32 trains daily will cause our community havoc, stress, pollution, and noise that is not needed. I would ask the Chamber to give a no vote to the planners of this fiasco. Just say NO!	thecatsmeowcatcl@aol.com
	Ask the question: Brian Heady, a former Vero Beach council member of city's High Speed Rail Commission. Is there enough demand for high speed rail service between Orlando and South Florida to make ALI Aboard Florida a profitable, or even worth while, business venture? This should be answered before anymore taxpayer dollars go to the project. No public monies should be invested , no federal loans, and no tax breaks. No Tax Dollars.	keepirbeautiful@gmail.com
	Express concerns cited above	logo.sew@comcast.net
	respond positively.	prapp@hometownnewsol.com
	I would like to see the chamber strongly oppose the high speed railroad.	paradisefloristandgift@gmail.com
	Just let them know that there is no benefit to our community or the state of Florida for a high speed rail. The noise and disruption to our quite community is not worth it. A few will ride at the disruption of many. You can get to Orlando in 2 hours from Ft Lauderdale now. What will it really save for what will be lost.	wcpoertner@gmail.com
	this a is great positive for the state. although no current stops are planned in our immediate area, having the infastructure available opens up endless possibilities for our community in the future	william.r.schultz@walgreens.com

	LET'S GET TOGETHER AND FIGHT THIS THING! PETITIONS AND ANYTHING ELSE WE CAN DO. THE FEDERAL GOVT SHOULD NOT BE USING OPUR TAX DOLLARS TO FUND PRIVATE ENTERPRISES. THIS IS OUR PROPERTY AND OUR BUSINESSES ARE OUR LIFELINES. A COUPLE OF TIMES A DAY WE CAN PUT UP WITH BUT NOT 32 TIMES A DAY. PEOPLE WILL DIE WHEN THEY CAN'T GET TO HOSPITALS. THEY DO NOT HAVE THE RIGHT TO DESTROY OUR TOWNS, OUR BUSINESSES, AND THE VALUE OF OUR PROPERTIES. WE HAVE EXISTED FOR YEARS TRAVELING BY CAR, BUS OR PLANES. WE DON'T NEED TRAINS!	lsmith@jerrysmithtile.com
	OPPOSE IT!!!	Anonymous
	The factor that we would like to keep the community safe and quiet. With that coming through it might disrupt slightly... But I don't think having a stop here in town would be good I think it would raise the crime rate and drive businsses and people away that are good for the community.	jackie.hart@kimellisagency.com
	If the train must come through our area I highly recommend quiet crossings to maintain our quality of lifestyle. If there was a station that may benefit the community with transportation and bringing people to our area that wouldn't normally visit.	vickysantana@me.com
	Take a moment to tour areas where rail stops take place in major cities. Drugs, crime etc etc etc. Do you want that for Sebastian?	info@ascfusa.org
	Fight for our small town - no high speed rail. No more trains than we have now. People live here - it's not a industrial district!! This is a quiet little town with lots of "old Florida" charm, but a high speed rail line would destroy it!!	Anonymous
	Reject the Project!	tedpank@comcast.net
	Encourage stops along the treasure coast for at least some of the runs. Request Quiet Zones.	sebastianquality@bellsouth.net
	There should be no public funds subsidizing this endeavor...if it is so great, make it happen on your own and sell benefits to all stakeholders on pure cost/benefit equation	info@allritewaterfl.com
	need more info on long range plans	Anonymous
	Tell all those concerned that we don't want the high speed trains to come through Indian River County especially if it won't benefit our county. Please let them know that we have major questions about safety for our aging population and all of us. Thank you for anything that you can do on our behalf.	planbsolutions@comcast.net
	Please continue to be the voice of the people that we do not wantor benefit from this private enterprise.	Anonymous
	If it can be stopped, stop it. The freight trains are bad enough.	rex@rrgunshop.net
	Make Sebastian a " DESTINATION " for the train.	shadygrovenursery@yahoo.com
	You need to insist on having the Train to stop in the Sebastian area so it benefits the local economy.	bfext@bellsouth.net
	Whatever you can do to make it not happen!	leahfacto@yahoo.com
	we need a stop! I travel to Orlando very frequently for business!!	Anonymous
	This will destroy the area !	Anonymous
	Stop the train	Anonymous
	vote no train!	reservations@hirams.com
	Find out how we can stop this from going forward. As business people and tax paying citizens, we do not want public money (loan or otherwise) used to support this project.	cindi@fleye.com
	If Sebastian has no station, there is no benefit. The chamber should oppose the project.	Anonymous
	Wildlife protection. Business and Residence noise protection	chrispozgar351@msn.com
	REJECT! it will become a additional freight line	mickey@cappcustom.com
	No support for the project as it is.	doug@seasidevapors.com