



**ERRATA and CLARIFICATIONS**

FRA has identified several statements in the DEIS which require correction or clarification at this time in order to facilitate public review of the document. Other minor errors, typographic errors, or corrections will be addressed in the Final Environmental Impact Statement.

DEIS Page	Issue	Clarification
3-26	Positive Train Control – No-Action Alternative	The DEIS states that PTC would be implemented as part of the No-Action Alternative as required by FRA regulations to implement a new signal system that will provide positive train control (PTC) for all Class 1 railroads by 2015 (49 CFR Part 229). FECR is rated as a Class 2 railroad and is therefore not required to implement PTC until 2020.
3-41	Operation of the West Palm Beach VMF	The DEIS incorrectly states that the West Palm Beach Vehicle Maintenance Facility would be discontinued and all maintenance operations would take place at the Orlando VMF, once Phase II is in service. The West Palm Beach facility (as evaluated in the separate Supplemental Environmental Assessment available for public review and comment at <a href="http://www.fra.dot.gov/Page/P0726">http://www.fra.dot.gov/Page/P0726</a> ) would continue to provide maintenance and overnight layover services at the south end of the project corridor in Phase II.
5-39	Noise	The DEIS incorrectly states that AAF has committed to installing stationary wayside horns at each of the 159 grade crossings between Cocoa and West Palm Beach where severe, unmitigated impacts would occur using locomotive-mounted horns. AAF has committed to installing wayside horns at each of the 117 grade crossings where severe impacts would occur in the absence of mitigation.
7-3	Moveable Bridge Operations and Mitigation	The DEIS incorrectly states that AAF would develop a set schedule for the down times of each bridge location that will include both freight and passenger rail service. AAF will develop a set schedule for passenger rail service. However, AAF does not control FECR’s freight schedule.
7-6	Quiet Zones	The DEIS incorrectly states that AAF is committed to cooperating with local jurisdictions and funding the necessary improvements should they seek to establish quiet zones in lieu of pole-mounted horns. This commitment is revised to state that AAF has agreed to pay for safety improvement costs that would usually be borne by local governments such as four-quadrant gates or median barriers. This allows local governments to focus on finding the additional funding needed for the quiet zone improvements. AAF is committed

		to working with all local governments as they proceed through the official Federal Railroad Administration quiet zone establishment process.
--	--	--