

MARTIN MPO

METROPOLITAN PLANNING ORGANIZATION

2401 S.E. Monterey Rd.
Stuart, Florida 34996
<http://www.martinmpo.com>

June 20, 2014

TOM BAUSCH

Chairman
Commissioner For
The Town Of Sewall's Point

SARAH HEARD

Vice-Chairman
Martin County Commissioner

JOHN HADDOX

Martin County Commissioner

ANNE SCOTT

Martin County Commissioner

DOUG SMITH

Martin County Commissioner

EULA R. CLARKE

Commissioner For
The City Of Stuart

TROY MCDONALD

Mayor For
The City Of Stuart

Mr. David Valenstein
Chief, Environment and Planning Division
Federal Railroad Administration, U.S. DOT
Room W38-312
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: Environmental Impact Statement for All Aboard Florida
Request to Become a Cooperating Agency
Local Knowledge of Impacts to Diverse and Underserved Populations**

Dear Mr. Valenstein:

As you know, Florida East Coast Industries (FECI) is developing a privately owned and operated intercity passenger rail project called All Aboard Florida (AAF). This new service will travel between South and Central Florida with stations currently planned for downtown Miami, Fort Lauderdale, West Palm Beach and Orlando. Although the project is being developed by a private entity, FECI has applied for a "Railroad Rehabilitation Improvement Financing" loan which makes the project subject to Federal Guidelines and specifically an Environmental Impact Statement (EIS).

The Martin Metropolitan Planning Organization (MPO) requests that the FRA designate the MPO as a Cooperating Agency in the preparation of the Draft EIS. The MPO qualifies as a Cooperating Agency as it has identified specific environmental issues with regard to the All Aboard Florida project and has a Title VI Contact on staff with expertise to provide local knowledge about the impacts of the project to diverse and underserved populations. The MPO's environmental concerns were outlined in our letter to the FRA Administrator Joseph C. Szabo dated May 9, 2014. The letter explained that the proposed rail will travel through Martin County Community Redevelopment Areas at speeds of up to 110 miles per hour but offer no stops for its residents. As stated in our letter, the concerns we have in Martin County are very similar to those surrounding the October 2013 FRA ruling against the City of Miami and the City of Coral Gables for the federally funded Metro-Dade Transit (MDT) free trolley that located the maintenance facility in a neighborhood with underserved citizens but no stops. (I have attached a copy of this letter for your reference.)



TELEPHONE:
(772) 221-1498

FAX:
(772) 221-2389

Mr. David Valenstein

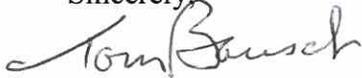
Page 2

A key purpose of the environmental impact statement is to evaluate potential environmental consequences of a project prior to its implementation and ensure that decision makers consider these consequences when making a decision about whether or not to proceed. EISs require decision makers to weigh all of the evidence including public comment on the potential environmental impacts.

In conclusion, the Martin MPO Policy Board requests that the FRA continue to investigate the concerns expressed in our May 9th letter and designate Martin MPO as a Cooperating Agency in the preparation of the Draft Environmental Impact Statement for the All Aboard Florida project.

If you have any questions or need additional information, please contact Beth Beltran, MPO Administrator, at bbeltran@martin.fl.us or (772) 221-1498.

Sincerely,

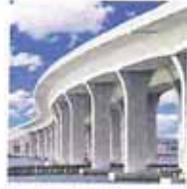


Tom Bausch, Chairman
Martin MPO

Enclosures:

May 9, 2014 Letter to the FRA Administrator Joseph C. Szabo
MPO Resolution Number 14-04

cc: Senator Bill Nelson, U.S. Senate
Senator Marco Rubio, U.S. Senate
Congressman Patrick Murphy, District 18 U.S. House of Representatives
Senator Joe Negron, District 32 Florida Senate
Senator Denise Grimsley, District 21 Florida Senate
MaryLynn Magar, District 82 Florida House of Representatives
Representative Gayle Harrell, District 83 Florida House of Representatives
Governor Rick Scott
Martin MPO Policy Board Members
Joseph C. Szabo, Administrator, FRA
Calvin Gibson, Director Office of Civil Rights, FRA
Candace J. Groudine, Ph.D., Senior Policy and Regulatory Specialist, FHWA
Ryan N. Fitzpatrick, Presidential Management Fellow/Program Analyst, FHWA
Carey Shepherd, Civil Rights Program Coordinator, FHWA
Frank A. Frey, General Engineer – HSR, FRA
Michael Lieberum, Chief of Operations Section, U.S. Coast Guard
Gene Stratton, Bridge Management Specialist, U.S. Coast Guard
Ananth Prasad, Secretary FDOT
Jaqueline Paramore, FDOT Title VI Coordinator
Fred Wise, Executive Director, Florida Rail Enterprise
James A. Wolfe, P.E., District IV Secretary, FDOT
Robyn Chiarelli, Intergovernmental Coordinator, FDOT-District IV
Taryn Kryzda, Martin County Administrator
Paul Nicoletti, City Manager, City of Stuart



MARTIN MPO

METROPOLITAN PLANNING ORGANIZATION

2401 S.E. Monterey Rd.
Stuart, Florida 34996
<http://www.martinmpo.com>

TOM BAUSCH

Chairman
Commissioner For
The Town Of Sewall's Point

SARAH HEARD

Vice-Chairman
Martin County Commissioner

JOHN HADDOX

Martin County Commissioner

ANNE SCOTT

Martin County Commissioner

DOUG SMITH

Martin County Commissioner

EULA R. CLARKE

Commissioner For
The City Of Stuart

TROY MCDONALD

Mayor For
The City Of Stuart



TELEPHONE:
(772) 221-1498

FAX:
(772) 221-2389

May 9, 2014

Mr. Joseph C. Szabo, Administrator
Federal Railroad Administration, U.S. DOT
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: All Aboard Florida
National Environmental Policy Act of 1969 (NEPA) Requirements
Executive Order 12898 {DOT Order 5610.2(a)}, Environmental Justice**

Dear Mr. Szabo:

As you know, Florida East Coast Industries (FECI) is developing a privately owned and operated intercity passenger rail project called All Aboard Florida (AAF). This new service will travel between South and Central Florida with stations currently planned for downtown Miami, Fort Lauderdale, West Palm Beach and Orlando. Although the project is being developed by a private entity, FECI has applied for a "Railroad Rehabilitation Improvement Financing" loan which makes the project subject to Federal Guidelines and most recently the subject of a diagnostic safety review conducted by the United States Department of Transportation (US DOT) Federal Railroad Administration (FRA). The Martin Metropolitan Planning Organization (MPO) supports the FRA report for the AAF project dated March 20, 2014 by Frank Frey, General Engineer. The report expressed many of the same safety concerns shared by our residents and elected officials. The AAF project will add 32 trains daily to the rail corridor, and there are no stops in Martin County. The safety improvements are important to Martin County in that the train will be traveling with speeds up to 110 miles per hour (mph) through much of Martin County, including community redevelopment areas with diverse and underserved populations.

It is concerning that officials from All Aboard Florida state that they will not incorporate the "Sealed Corridor," because it is a "guideline, not a regulation." As stated in the FRA report, this would not exercise "appropriate safety practices and reasonable care" when designing for High Speed Passenger Rail service. As recommended in FRA's report, the Martin MPO requests that all grade crossings are equipped with pedestrian gates and a vehicle presence detection system. By ignoring FRA's recommendations, AAF would put our most vulnerable residents at great risk.

As stated previously, the AAF project is subject to Federal Regulations, specifically, National Environmental Policy Act of 1969 (NEPA) requirements, as well as Executive Order 12898 {DOT Order 5610.2(a)}, Environmental Justice (EJ). Both authorities require the consideration of the impacts of Federal-aid projects on the social, physical

and economic environment to ensure a wide sharing of life's amenities. The EJ Order requires meaningful public involvement along with identification of low income and minority communities and mitigation of disparately high and adverse impacts on these groups. As an example, the federally funded Metro-Dade Transit (MDT) trolley project recently became the subject of a civil rights investigation. The project offered free public transportation through the affluent parts of Miami but no service to the West Grove area, a community with a large percentage of low-income, minority residents. Further, the project is accused of insufficient public involvement when MDT planned to build a maintenance garage in West Grove but still no trolley stops. Similar to the MDT project, we are concerned the AAF project offers no benefits but potential adverse impacts to redevelopment areas in Martin County. We have identified two critical aspects of this project that require careful study and detailed analyses:

EJ in Redevelopment Areas

The project may disproportionately impact the safety of our low income and minority populations, particularly at grade crossings in East Stuart, Golden Gate and Port Salerno. All three of these communities are redevelopment areas and have significant minority, low income and include limited English proficiency populations. It is also noteworthy that the two elementary schools serving these communities {J.D. Parker Elementary (JDP) and Port Salerno Elementary (PSE)} are designated as Title I Schools. Title I was established by the Federal Government to provide funding to local school districts to improve the academic achievement of disadvantaged students. "Disadvantaged" students are defined by this legislation as students who come from low-income families or who live in families receiving temporary assistance from state governments. JDP and PSE also have large percentages of free and reduced lunch recipients, 75.56% and 62.27% respectively. (See attached Table.)

The Community Redevelopment Agency (CRA) residents are particularly vulnerable in that they have few or no transportation choices. Many do not own cars, forcing them to walk or bike as their primary modes of transportation. MPO staff has observed parents pushing strollers crossing the railway tracks in these communities between grade crossings, and there are worn paths as evidence (see attached photographs). As the train is expected to reach speeds of up to 110 mph through these communities, pedestrians in these areas are at risk and will experience no project benefit.

Economic Impact

The corridor will be double tracked from Miami to Cocoa (Brevard County) with the exception of the existing rail drawbridge over the St. Lucie River which will remain single tracked. With no improvements to this drawbridge, boaters will be delayed when the bridge is lowered for the additional trains. Therefore, the project could have a significant impact to the Marine Industry of Martin County. A local bait shop owner spoke at a recent MPO Policy Board meeting stating that due to the addition of 32 daily passenger trains to the existing freight traffic, boaters will wait more often at the bridge closing. He suspects that his customers will go elsewhere, putting him and others out of business. In addition, the main economy of the waterfront community of Port Salerno includes boat repair, boat building and commercial fishing. In the current plan, the project proposes closing the grade crossing at Seaward Street. This roadway crossing is located at

Mr. Joseph C. Szabo, Administrator

Page 3

this community's only route for transporting large boats. Closing this crossing is likely to adversely impact the Marine Industry and the businesses that support it.

In conclusion, the Martin MPO Policy Board requests that the FRA investigate the concerns expressed above, particularly the potential adverse impacts to low income and minority populations who receive no benefit from the AAF project. We feel the rail corridor safety improvements recommended by FRA (including pedestrian crossings and vehicle presence detection at grade crossings) are crucial to the safety and well-being of these diverse and underserved populations of Martin County. Attention to NEPA and EJ requirements and the potential impacts to the local marine industry are worth further study and consideration.

If you have any questions or need additional information, please contact Beth Beltran, MPO Administrator, at bbeltran@martin.fl.us or (772) 221-1498.

Sincerely,



Tom Bausch, Chairman
Martin MPO

Enclosures:

FRA On-Site Engineering Field Report – Part 1

Demographic Table

Photography of area conditions (with DMS coordinates)

cc: Senator Bill Nelson, U.S. Senate
Senator Marco Rubio, U.S. Senate
Congressman Patrick Murphy, District 18 U.S. House of Representatives
Senator Joe Negron, District 32 Florida Senate
Senator Denise Grimsley, District 21 Florida Senate
MaryLynn Magar, District 82 Florida House of Representatives
Representative Gayle Harrell, District 83 Florida House of Representatives
Governor Rick Scott
Martin MPO Policy Board Members
Calvin Gibson, Director Office of Civil Rights, FRA
Candace J. Groudine, Ph.D., Senior Policy and Regulatory Specialist, FHWA
Ryan N. Fitzpatrick, Presidential Management Fellow/Program Analyst, FHWA
Carey Shepherd, Civil Rights Program Coordinator, FHWA
Frank A. Frey, General Engineer – HSR, FRA
Michael Lieberum, Chief of Operations Section, U.S. Coast Guard
Gene Stratton, Bridge Management Specialist, U.S. Coast Guard
Ananth Prasad, Secretary FDOT
Jaqueline Paramore, FDOT Title VI Coordinator
Fred Wise, Executive Director, Florida Rail Enterprise
James A. Wolfe, P.E., District IV Secretary, FDOT
Robyn Chiarelli, Intergovernmental Coordinator, FDOT-District IV
Taryn Kryzda, Martin County Administrator
Paul Nicoletti, City Manager, City of Stuart



ON-SITE ENGINEERING FIELD REPORT - Part 1

— All Aboard Florida —

Background:

FRA Headquarters, in conjunction with the Region 3 office, assisted in the diagnostic safety review of the Florida East Coast (FEC) Railway grade crossings between Miami-Dade to St. Lucie counties. This is due to High Speed Passenger Rail service being planned between Miami and Orlando, known as "All Aboard Florida". Beginning February 4, 2014 and ending on March 7, 2014, a total of 263 public and private grade crossings were assessed. Participants included officials from Florida Department of Transportation (FDOT), FEC, All Aboard Florida (AAF); including local city and county officials at some locations.

For the purposes of this report, Part 1 represents the diagnostic review taken place from Miami-Dade to St. Lucie Counties. Part 2 designates the diagnostic review from Indian River County to Cocoa Beach, which is expected to occur in mid-to-late June 2014. There are approximately 90 grade crossings in Part 2. The segment between Cocoa Beach and Orlando will be designed for 125 MPH, however, AAF will not be traversing over any at-grade crossings along that rail corridor.

Scope:

Crossing locations between Miami to north of West Palm Beach are being designed for a maximum authorized speed of 79 MPH. The 110 MPH segment begins/ends at 30th Street in West Palm Beach (milepost 297.40), and continues through the Private Road Crossing in Indrio (milepost 233.90). Within the 110 MPH segment, train speeds are lowered to conventional rail limits where civil constraints exist; such as curves or draw bridges, which are noted on the accompanying field design plans.

Currently the design plans are at 30%. The next reiteration will be at 90%. Therefore, the decisions for the grade crossing signaling equipment and warning devices will be determined fairly soon.

The existing crossing signaling equipment contain a mix of signal cases and relay houses, equipped with either Phase Motion Detectors (PMD-1) or HXP 3R2's highway crossing processors.

Each crossing location will eventually consist of relay houses equipped with GE Transportation's ElectroLogIXS XP4 for constant warning time as part of this project. For 110 MPH, the crossing circuits beyond the 79 MPH standard will utilize a GE device linked through the PTC system for the advanced crossing starts. The technology will diagnose a health check to determine whether or not all roadway/pedestrian gates are in the down position.

Results:

Of the 263 grade crossings in Part 1, there are 57 crossing locations affected for Sealed Corridor treatments within the 110 MPH territory. Officials from All Aboard Florida passenger rail project (herein the "Project") have openly expressed that the proposed 110 MPH segment will NOT incorporate the "Sealed Corridor" concept as outlined in FRA's Highway-Rail Grade Crossing Guidelines for High-Speed Passenger Rail, Version 1.0 (November 2009). They stated that since these are "guidelines, not regulations" as quoted on page *iii*, in which they are not obligated to incorporate any of the described crossing treatments as illustrated in the document. The Project estimates that in doing so would incur an additional financial burden of about \$47 mil.

In my professional opinion, I respectfully disagree with the Project's approach in that they are not exercising appropriate safety practices and reasonable care when designing for High Speed Passenger Rail service. I explained to the entire diagnostic team how important it was to adopt the principles of the Sealed Corridor approach. However, it was clearly evident that the Project was not pursuing such concept.

As a result, the Project has directed their signaling engineering consultants to design crossings to ONLY accommodate for the additional track while complying with the MUTCD - but not to incorporate any of the Sealed Corridor treatments. Furthermore, since there is a completely different philosophical view towards safety between the Project and I, the accompanying marked-up design plans and field notes are notably different from the Project's design plans; particularly along the 110 MPH segment. The Project has been maintaining a running log noting my Sealed Corridor recommendations.

Officials from FDOT's Rail Office are not taking a position, one way or the other, at this time.

Safety Recommendations:

The following are recommendations made to the Project based upon my on-site field assessments during the diagnostic safety review:

- A. Pedestrian gates** – there are certain locations along the corridor in which sidewalks are present on both sides of the railroad right-of-way, but do not follow through. Some of these sidewalks do not comply with today's ADA's standards, however pedestrian travel is evident due to the worn foot path on the surface, and general witnessing of usage. Typically the roadway gate covers the entrance side of the adjacent sidewalk, but there are no pedestrian gates on the opposite quadrants. The Project stated if there is no agreement with the city or county for the service and maintenance of a pedestrian gate assembly, they will not install them.

Trespassing is an epidemic along this corridor. Rather than encourage it, it is recommended per my field notes at those particular locations to equip sidewalk approaches with a visual and gated barrier. This is to provide safe passage of pedestrians through a very active rail line and prevents those from walking into an open railway corridor; or directing them onto the street – irrespective if there is an agreement or not.

- B. Vehicle Presence Detection** – for those public and private crossings between 80-110 MPH in Part 1 to be equipped with a Vehicle Presence Detection ("VPD") system. The entire FEC corridor is equipped with Cab Signaling control. Presence detection will serve as a long term obstacle system, where the presence of a vehicle within the crossing area for a fixed length of time would be reported as an alarm through the remote monitoring system, irrespective of the approach of a train. Subsequently, for those 3-Quadrant and 4-Quadrant gated grade crossings between 80-110 MPH (as identified further below), it is recommended that either through the activation of a loop detector and/or a vertical exit gate (indicating a roadway vehicle is occupying the crossing) that a vehicle is detected by the train as a "feedback loop" of information; resulting in a loss of cab-signals, thus placing the train in an automatic speed restriction.

Motor vehicles stalled, or trapped on a crossing due to queuing, present a derailment hazard; and in multiple track territory or where freight equipment is standing on adjacent sidings or industry tracks, derailments can result in catastrophic secondary collisions. Therefore, presence detection providing feedback to the train control system to high speed

trains traveling along this FEC corridor be active in order to minimize the possibility of derailments as well.

Recommending a VPD system is due to the following safety reasons:

1. Field observations with vehicular traffic stopping on tracks
2. Safety concerns expressed by city, county and FDOT officials
3. Several crossings with reduced or no vehicle clearance at roadway T-intersections
4. Vehicles yielding to oncoming traffic while on tracks at non-signalized T-intersections
5. Motorists / Commercial Vehicles queuing over tracks due to 4-way stop intersection, and vehicles entering adjacent driveways and parking lots
6. The multiple track surfaces enables motorists to make U-turns or cut thru's easier
7. Severely skewed crossings
8. Acute-angled crossings with main gates perpendicular to the vehicular roadway

C. Sealed Corridor Treatments - the following grade crossing locations are the recommended Sealed Corridor Treatments required by the Project to install:

Four-Quadrant Gates (also referred as exit gates) (41)			
Street Name	City/Town	Milepost	DOT #
30 th Street	West Palm Beach	297.40	272 406 J
Inlet Blvd.	Rivera Beach	295.45	272 400 T
Flagler Street	Rivera Beach	295.15	272 399 B
Silver Beach Road	Lake Park	293.75	272 389 V
Park Ave	Lake Park	293.30	272 387 G
Richard Road	Palm Beach Gardens	292.20	272 385 T
Lighthouse Drive	Palm Beach Gardens	291.70	272 384 L
RCA Blvd.	Palm Beach Gardens	290.30	272 382 X
Fred Small Road	Jupiter	286.20	273 020 P
Toney Penna Dr. *	Jupiter	284.20	272 378 H
Gleason Street	Hobe Sound	274.50	272 367 V
Bridge Road	Hobe Sound	274.10	272 366 N
Pettway Street	Hobe Sound	272.70	272 365 G
Crossrip Street	Salerno	271.40	272 362 L
Osprey Street	Salerno	270.90	272 934 K
Cove Road	Salerno	267.14	272 359 D
Broward Street	Salerno	266.80	272 358 W
Salerno Road	Salerno	266.60	272 357 P
Seaward Street **	Salerno	266.50	272 356 H

Monterey Road	Stuart	263.30	272 353 M
SR A1A	Stuart	262.50	272 350 S
Florida Street	Stuart	262.30	272 349 X
Palmetto Drive	Rio	257.40	272 342 A
Jenson Beach Blvd.	Rio	256.80	272 340 L
Pitchford Land***	Rio	256.20	272 338 K
Skyline Drive	Rio	255.50	272 337 D
County Line Road	Rio	255.30	272 336 W
Walton Road	Walton	252.50	272 332 U
Midway Road	Walton	246.30	272 331 M
Savannah Road	Fort Pierce	243.80	272 330 F
No. Bch. Causeway	Indrio	239.80	272 218 U
Shimoner Ln. ***	Indrio	239.50	272 217 M
Tarmac Road***	Indrio	239.20	272 215 Y
St. Lucie Lane	Indrio	238.80	272 214 S
Chamberlain Blvd.	Indrio	238.40	272 213 K
Milton Road	Indrio	237.80	272 211 W
Torpey Road	Indrio	237.10	272 210 P
Rouse Road	Indrio	236.70	272 209 V
Michigan Street	Indrio	236.10	272 208 N
Wilcox Road	Indrio	235.60	272 207 G
Harbor Branch Rd	Indrio	235.10	272 206 A

* - Last crossing location (northbound) for proposed Tri-Rail service

** - Recommend to be CLOSED

*** - Private Crossing

100-foot Non-traversable Medians * (7)			
Street Name	City/Town	Milepost	DOT #
36 th Street	West Palm Beach	297.10	272 405 C
45 th Street	West Palm Beach	296.65	272 403 N
49 th Street	West Palm Beach	296.30	272 240 G
County Line Road	Hobe Sound	280.90	272 372 S
Park Road	Hobe Sound	277.70	272 370 D
SR A1A **	Salerno	268.65	272 360 X
Avenue A	Fort Pierce	241.30	272 238 F

* **Please note:** if for any reason the Project and the respective municipality cannot agree on the median treatment, then those location(s) be equipped with exit gates.

** **Medians to be at least 150-feet each approach due to severe roadway skew.**

Three-Quadrant Gates (due to a median present on the opposite side) (6)			
Street Name	City/Town	Milepost	DOT #
Blue Heron Blvd.	Rivera Beach	294.90	272 390 P
Burns Road	Palm Beach Gardens	290.80	272 383 E
Hood Road	Palm Beach Gardens	288.50	272 380 J
Donald Ross Road	Palm Beach Gardens	287.20	272 379 P
Indiantown Road	Jupiter	283.60	272 377 B
Orange Avenue	Fort Pierce	241.50	272 239 M

Private (6 locations within 110 MPH)			
Street Name	City/Town	Milepost	DOT #
Miracle Way *	Rio	257.10	272 341 T
Pitchford Lnd **	Rio	256.20	272 338 K
Shimoner Ln **	Indrio	239.50	272 217 M
Tarmac Road **	Indrio	239.20	272 215 Y
Private Road *	Indrio	234.50	272 205 T
Private Road *	Indrio	233.90	272 204 L

- * - Recommend locked gate with procedures seeking permission from R.R. dispatch to cross.
- ** - Recommend the Project to equip with Four-Quadrant Gates (including VPD)

Closed (17) <i>Please note: Officials from the city or county are not taking a position, one way or the other, at this time.</i>			
Street Name	City/Town	Milepost	DOT #
179 th Street	Aventura	353.60	272 602 R
141 st Street *	North Miami Beach	356.12	272 609 N
Third Street	Hallandale	350.30	272 591 F
Monroe Street	Hollywood	349.03	272 588 X
Fillmore Street	Hollywood	348.52	272 585 C
Garfield Street	Hollywood	348.07	272 582 G
Dania Blvd *	Dania Beach	345.94	272 574 P
First Street *	Dania Beach	345.81	272 573 H
22 nd Street	Fort Lauderdale	342.96	272 566 X
9 th Street	Fort Lauderdale	341.80	272 661 N
6 th Street *	Fort Lauderdale	341.56	272 559 M
5 th Street *	Fort Lauderdale	341.45	272 558 F
2 nd Street	Pompano Beach	333.31	272 534 S
4 th Street	Deerfield Beach	327.41	272 513 Y
2 nd Street	Deerfield Beach	326.81	272 511 K
Hunter Street	West Palm Beach	303.18	272 450 W
Seaward Street **	Salerno	266.50	272 356 H

- * - or possible one-way
- ** - only crossing to be closed along 110 MPH segment

Conclusion:

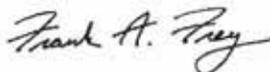
Based upon my professional background and experience in regards to grade crossing safety, I strongly recommend officials from All Aboard Florida to adhere to the principles as outlined in the FRA's guidelines for Emerging High-Speed Rail (80-110 MPH). In doing so incorporates the optimum safety practices in the engineering and design of their crossing locations for the following reasons:

- I. The operating dynamics are significantly changing within the existing environment of the grade crossings, along with an already an active freight operation that will include:
 - The addition of 16 round-trip trains (32 total) at 110 MPH
 - The eventual inclusion of Tri-rail Commuter Rail service, which will add 74 trains.
 - Changing from single track to multiple track configurations.
- II. Densely settled neighborhoods with congested roadways
- III. As many as 5 traffic lanes in the oncoming direction at T-intersections

In summary, as the travelling public begins to assimilate to a substantial increase in railroad operations – by incorporating enhanced railroad signaling technology and increased active highway warning devices are paramount to ensuring safety awareness as both entities interact with one another. Therefore, equipping crossing locations with the recommended actions, as outlined above in this report, will dramatically reduce potential safety hazards and catastrophic events.

Report Respectfully Submitted By:

Frank A. Frey, Gen. Engineer-HSR
Federal Railroad Administration | U.S. DOT
1200 New Jersey Avenue, SE
RRS-23 | W33-447
Washington, DC 20590
(202) 493-0130
iPhone (202) 738-2195
frank.frey@dot.gov



March 20, 2014

AREA	2010 Pop	2006-10 ACS Pop	2006-10 ACS HHs	2010 Minorities	2010 Persons 65+	ACS HHs Below Poverty	ACS HHs w/o Vehicle	ACS Persons w/ LEP
Florida	18,801,310	18,511,620	7,152,844	7,916,588 42.1%	1,809,176 9.6%	923,394 12.9%	462,112 6.5%	1,143,648 6.2%
Martin County	146,318	144,322	59,203	28,786 19.7%	39,972 27.3%	5,272 8.9%	2,706 4.6%	5,616 4.1%
Port Salerno CRA								
CT 1200 BG 1	947 2.9%	1,187 3.7%	338 2.7%	567 59.9%	56 5.9%	40 11.8%	44 13.0%	324 30.9%
CT 1200 BG 2	1,169 3.6%	968 3.0%	396 3.1%	453 38.8%	147 12.6%	99 25.0%	72 18.2%	42 4.9%
CT 1301 BG 4	693 2.1%	771 2.4%	430 3.4%	17 2.5%	392 56.6%	15 3.5%	0 0.0%	0 0.0%
Total	2,809	2,926	1,164	1,037	595	154	116	366
Goldengate CRA								
CT 1301 BG 1	1,958 6.0%	1,440 4.5%	328 2.6%	1,618 82.6%	54 2.8%	107 32.6%	43 13.1%	529 40.1%
CT 1301 BG 2	1,561 4.8%	1,671 5.3%	463 3.7%	926 59.3%	113 7.2%	51 11.0%	0 0.0%	342 21.4%
Total	3,519	3,111	791	2,544	167	158	43	871
Stuart CRA								
CT 0700 BG 1	857 4.8%	743 4.4%	333 4.2%	94 11.0%	175 20.4%	92 27.6%	45 13.5%	81 12.0%
CT 0800 BG 1	680 3.8%	568 3.4%	273 3.5%	180 26.5%	104 15.3%	30 11.0%	10 3.7%	0 0.0%
CT 0800 BG 2	1,408 7.9%	1,425 8.4%	358 4.5%	1,154 82.0%	265 18.8%	112 31.3%	95 26.5%	0 0.0%
Total	2,945	2,736	964	1,428	544	234	150	81

Sources: US Census Bureau: Census 2010, 2006-10 American Community Survey [Florida], Martin MPO FY2012 Community Characteristics

School	Total Free & Reduced Lunch	%	Total Enrollment
J.D. Parker Elementary	569	75.56	753
Pt. Salerno Elementary	548	62.27	880
Grand Total:	1642	68.33	2,403

Source: Martin County School District

**BEFORE THE MARTIN METROPOLITAN PLANNING
ORGANIZATION POLICY BOARD
RESOLUTION NUMBER 14-04
A RESOLUTION BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION
(MPO)**

WHEREAS, All Aboard Florida, a subsidiary of Florida East Coast Industries (FECI), is proposing to provide passenger rail service between Miami and Orlando that will run through populated areas of Martin County, including the City of Stuart, the Town of Ocean Breeze, and the communities of Jensen Beach, Port Salerno and Hobe Sound; and

WHEREAS, the All Aboard Florida project is proposed to add 32 trains daily to the rail corridor, and there are no proposed stops in Martin County with trains proposed to travel with speeds up to 110 miles per hour (mph) through much of Martin County, including community redevelopment areas with diverse and underserved populations; and

WHEREAS, although the project is being developed by a private entity, FECI has applied for a Railroad Rehabilitation Improvement Financing (RRIF) loan of potentially \$1.5 billion, making the project subject to Federal Guidelines and most recently the subject of a diagnostic safety review conducted by the United States Department of Transportation (US DOT) Federal Railroad Administration (FRA); and

WHEREAS, as a result of the All Aboard Florida RRIF loan application, the FRA is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental and related impacts of constructing and operating the proposed All Aboard Florida project from Miami to Orlando; and

WHEREAS, Martin MPO Policy Board Chairman sent a letter to FRA dated May 9, 2014, stating the MPO's significant concerns regarding the threats to public safety and supporting the FRA report for the All Aboard Florida project dated March 20, 2014 by Frank Frey, General Engineer, which expresses many of the safety concerns shared by Martin's residents and elected officials; and

WHEREAS, the service as currently proposed concentrates public benefit in communities where stations are proposed (Miami, Fort Lauderdale, West Palm Beach and Orlando) but would have potential negative impacts to Martin County with no public benefit; and

WHEREAS, the project would disproportionately impact the health, safety, quality of life and property values in six community redevelopment areas (East Stuart, Golden Gate, Port Salerno, Hobe Sound, Rio and Jensen Beach) that have significant underserved minority and low income populations who would receive no benefit from the proposed All Aboard Florida project; and

WHEREAS, three elementary schools serving these community redevelopment areas are designated as Title I Schools; and

WHEREAS, Title I was established by the Federal Government to provide funding to local school districts to improve the academic achievement of disadvantaged students. “Disadvantaged” students as defined by this legislation are students who come from low-income families or who live in families receiving temporary assistance from state governments; and

WHEREAS, the project is proposed to be double tracked from Miami to Cocoa with the exception of the rail drawbridge over the St. Lucie River which will remain single tracked, significantly impacting the marine industry as well as negatively impacting the quality of life for area boaters which is critical to Martin County's economy; and

WHEREAS, these issues should be given full consideration in preparation for the forthcoming Environmental Impact Statement and specifically consider the National Environmental Policy Act of 1969 (NEPA) requirements, as well as Executive Order 12898 {DOT Order 5610.2(a)}, Environmental Justice (EJ); and

WHEREAS, the FRA is the lead federal agency for the development of the EIS and responsible for collecting and addressing comments from other federal, state, regional, and local agencies.

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD, AS FOLLOWS:

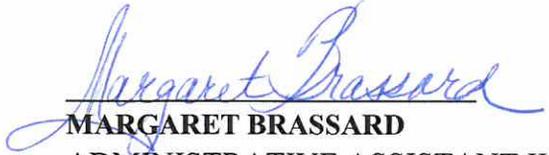
The Martin MPO Policy Board requests that:

- A. FRA investigate all Title VI concerns referenced in this Resolution and identified in the MPO Policy Board Chairman’s correspondence to FRA dated May 9, 2014.
- B. FRA designates the Martin MPO as a Cooperating Agency in the preparation of the Draft Environmental Impact Statement for the All Aboard Florida project.
- C. All Aboard Florida fund:
 - a. Safety equipment necessary to meeting maximum FRA safety guidelines along the FEC corridor and at all grade crossing as identified in the FRA report dated March 20, 2014, including pedestrian gates and a vehicle presence detection system.
 - b. Bridge upgrades to speed the raising and lowering of all drawbridges and to widen bridge pilings to allow two-way boat traffic to pass.
 - c. Double track the existing railroad bridge over the St. Lucie River making the bridge consistent with the rest of the All Aboard Florida Corridor and thus reducing the potential negative impact to the marine industry.

DULY PASSED AND ADOPTED THIS 23rd day of June, 2014.

ATTEST:

**MARTIN METROPOLITAN PLANNING
ORGANIZATION:**


MARGARET BRASSARD
ADMINISTRATIVE ASSISTANT II


TOM BAUSCH
MPO CHAIR

**APPROVED AS TO LEGAL FORM AND
CORRECTNESS**


SARAH WOODS
SENIOR ASSISTANT COUNTY ATTORNEY