To: Council Members  
From: Staff  
Date: September 19, 2014 Council Meeting  
Subject: All Aboard Florida Update

Introduction

The purpose of this item is to provide an update regarding activities related to the Florida East Coast Industries’ (FECI) proposed All Aboard Florida (AAF) project. The project is intended to provide new high-speed intercity express service between Miami and Orlando on the Florida East Coast (FEC) rail corridor. Pursuant to the company’s application for a Railroad Rehabilitation and Improvement Financing loan, the Federal Railroad Administration (FRA) is developing a draft Environmental Impact Statement (EIS), which is currently anticipated in late 2014.

Background

In 2012, FECI introduced the AAF project, which proposes new intercity express rail service between downtown Miami and Orlando, with additional stations in downtown Fort Lauderdale and downtown West Palm Beach. The project has been the subject of extensive Council, local government, and public discussion since its announcement. As currently proposed, the project would provide sixteen round-trip trains, totaling 32 additional trains on the corridor with maximum speeds of 79 MPH south of West Palm Beach, 110 MPH between West Palm Beach and Cocoa, and 125 MPH from Cocoa to Orlando. The company has indicated the FEC rail corridor will continue to carry freight service, which is projected to increase over time. Although the rail corridor is privately owned, it is included in the Florida Department of Transportation (FDOT) Strategic Intermodal System, which prioritizes it for statewide transportation funding to advance economic competitiveness and quality of life.

General Project Updates

- Diagnostic field reviews to evaluate the grade crossings in Indian River and Brevard Counties were completed in July 2014. FRA staff indicates a summary report of findings and recommendations should be available in September.
On August 12 and 13, 2014, FRA staff conducted quiet zone work sessions with Palm Beach and Broward counties to assist in the identification of necessary improvements to establish county-scale quiet zones through the two counties. For Palm Beach County, the focus was on the Phase 1 portion of the AAF project, from 15th Street in West Palm Beach south to the Palm Beach County line. The sessions were attended by representatives from the Palm Beach and Broward Metropolitan Planning Organizations (MPOs), local governments, FDOT, South Florida Regional Transportation Authority, Treasure Coast Regional Planning Council (TCRPC), and AAF. For both counties, the work sessions were successful in identifying a list of necessary infrastructure improvements to establish county-wide quiet zones with AAF-funded improvements as well as additional improvements to be funded with committed MPO funds. Correspondence from AAF documents the outcome of the work sessions and indicates AAF will install the necessary quiet zone infrastructure with committed reimbursement from the MPOs (Exhibit 1). Discussions continue between local governments, MPOs, and FRA to determine the appropriate legal documentation necessary to establish multi-jurisdictional quiet zones.

For the Phase 2 portion of Palm Beach County from 15th Street in West Palm Beach north to the Palm Beach County line, FRA has indicated a multi-jurisdictional quiet zone could be established either independently or as an amendment to the Phase 1 quiet zone.

In August 2014, TCRPC staff participated in an AAF Roundtable discussion with the Treasure Coast Chapter of the American Planning Association to discuss requirements for the pending EIS and regional project-related issues.

The U.S. Coast Guard (USCG) has announced it will be conducting navigational surveys of three waterways that are impacted by rail traffic, including the New River, Loxahatchee River, and St. Lucie River bridges. The purpose of the surveys is to help determine if a change in federal bridge operation regulations should be considered to accommodate the “reasonable needs of navigation.” In addition to collecting written comments via a written survey, USCG will conduct three public meetings as follows:

<table>
<thead>
<tr>
<th>WATERWAY LOCATION</th>
<th>MEETING DATE</th>
<th>LOCATION</th>
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<tbody>
<tr>
<td>New River – FEC RR Bridge</td>
<td>October 1, 2014</td>
<td>Embassy Suites; 1100 SE 17th St., Fort Lauderdale, FL</td>
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<tr>
<td>(Downtown Fort Lauderdale)</td>
<td>(7-9 PM)</td>
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<tr>
<td>Loxahatchee River – FEC RR Bridge</td>
<td>October 2, 2014</td>
<td>Embassy Suites; 4350 PGA Blvd., Palm Beach Gardens, FL</td>
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<tr>
<td>(Jupiter/Tequesta)</td>
<td>(7-9 PM)</td>
<td></td>
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<tr>
<td>St. Lucie River – FEC RR Bridge</td>
<td>October 3, 2014</td>
<td>Hutchinson Island Marriott Beach Resort; 555 NE Ocean Blvd., Stuart, FL</td>
</tr>
<tr>
<td>(Downtown Stuart)</td>
<td>(7-9 PM)</td>
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Comments mailed on or before November 1, 2014 will be made part of the official record. Details as to the survey, meeting locations, contact information, and directions for the submittal of comments are included in the public notice, which is included as an attachment to this agenda item (Exhibit 2).
On September 11, 2014, AAF released a statement to the press indicating Siemens has been selected to build the locomotives and passenger coaches. The company indicated the initial purchase will consist of five trainsets to operate the Phase 1 segment of the service (Miami to West Palm Beach). FECI indicated the trains will be “Buy America-compliant” and built in Sacramento, California with components from other U.S.-based Siemens plants. The company indicated the trains will be maintained and serviced in West Palm Beach and the Orlando International Airport. More information is contained in the attached FECI press release (Exhibit 3).

As discussed at previous Council meetings, Council staff is working with FDOT and other agencies to convene a freight forum anticipated for late 2014.

Conclusion

The proposed AAF service represents a unique opportunity to expand the utilization of a private freight corridor for economic benefit and mobility. However, the project as currently designed provides only one station in the region, which is located in the City of West Palm Beach. The AAF project does not have stops in the remainder of the region. There is also an increasing level of concern being raised by local governments and the public regarding a range of issues. Council staff will continue to respond to requests for public information and outreach in an effort to expand Council’s and the public’s knowledge of project-related issues and concerns.

Recommendation

For information purposes only.

Attachments
August 11, 2014

Dear Ms. San Roman, Mr. Stuart, and Mr. Uhren:

This letter is to confirm the productive conversations between All Aboard Florida – Operations LLC (AAF) and your three Metropolitan Planning Organizations (MPOs) to determine a process to establish a continuous Quiet Zone from downtown Miami to West Palm Beach, Florida. AAF is committed to supporting the MPOs’ application and development processes.

AAF has performed preliminary engineering work to determine the scope of improvements necessary to achieve a Federal Railroad Administration (FRA)-recognized Quiet Zone along the Florida East Coast Railway Corridor per the procedures established by the Train Horn Rule (49 CFR Part 222). I am writing to share the results of this analysis and to confirm the MPOs’ intent to fund the portion of the grade crossing improvements required to achieve the continuous Quiet Zone.

A Quiet Zone is established by reducing the average risk index of a series of grade crossings by installing additional warning devices, known as Supplemental Safety Measures (SSMs). AAF has worked with the MPO staff to evaluate each grade crossing in the corridor using the FRA Quiet Zone Calculator and has developed a proposed set of SSMs to be applied to a number of these crossings to establish a Quiet Zone in the most cost-effective manner.

AAF assessed the feasibility of constructing median traffic separators of at least 60’ at each grade crossing along the corridor, understanding that medians are the most reliable and cost-effective SSM that FRA will consider for a Quiet Zone. Where these medians are not feasible, AAF and MPO staff used the Quiet Zone Calculator to evaluate the impact of installing exit gates at crossings with the highest calculated need. AAF will continue working with your staff to determine which crossings receive these treatments based on constructability, cost, and efficacy as determined by the Quiet Zone Calculator. In addition, AAF will continue to work with FDOT to ensure that all grade crossing designs comply with applicable state safety standards and regulations.

The preliminary engineering work that AAF performed has demonstrated that a Quiet Zone can be established with the funds already committed by the MPOs. As you have discussed with AAF staff, our engineer’s estimates of probable costs suggest the ultimate investment by the MPOs will be significantly less than the funds already committed for Quiet Zone design and construction. Working with the MPOs, AAF will prepare grade crossing design plans that incorporate Quiet Zone SSMs, but ultimately the MPOs will be responsible for submitting the Quiet Zone application material to the FRA.

The MPOs have the opportunity to leverage AAF’s existing mobilization and construction management resources by committing now to cover the costs of the Quiet Zone-related
improvements, saving taxpayers significant funds by not having to install these improvements independently after AAF’s construction is finished. As a result, AAF will incur many of the Quiet Zone-related costs upfront and will need to be reimbursed by the MPOs at such time as AAF is invoiced by the contractor. AAF would similarly require reimbursement for design costs associated with the Quiet Zones. AAF will require the reimbursement schedule be agreed to within the next 45 calendar days in order to provide our engineers and contractors a Notice to Proceed for the Quiet Zone-associated work.

Please confirm your organizations’ commitment to fund design, engineering, and construction costs for the Quiet Zone-related improvements by signing below and returning this letter to me. This is an exciting opportunity to provide the communities along the South Florida corridor the improvements necessary for the Quiet Zone designation.

Best regards,

Vinay Mudholkar
Senior Vice President for Infrastructure
All Aboard Florida

Cc: Fred Wise, Executive Director, Florida Rail Enterprise

Ms. Irma San Roman

Mr. Greg Stuart

Mr. Nick Uhren
PUBLIC NOTICE (11-14)

All interested parties are notified that the Commander, Seventh Coast Guard District, is conducting navigational surveys of three waterways impacted by rail traffic. We are soliciting written comments through this notice and will be accepting written comments regarding the reasonable needs of marine traffic at the following locations at the date and time indicated:

WATERWAY/LOCATION AND COMMENT COLLECTION DATE/TIME:

A. Waterway: New River, mile 1.82, Downtown Fort Lauderdale, Broward Co., FL (Lat: 26°07'06.64"N, Long: 080°08'43.56"W). Comment collection: October 1, 2014, from 7-9 p.m., at Embassy Suites, 1100 SE 17th St, Fort Lauderdale, FL 33316.

B. Waterway: Loxahatchee River, mile 1.23, Jupiter, Palm Beach Co., FL (Lat: 26°56'51.50"N, Long: 080°05'25.10"W). Comment collection: October 2, 2014, from 7-9 p.m., at Embassy Suites, 4350 PGA Blvd, Palm Beach Gardens, FL 33410.

C. Waterway: St. Lucie River, mile 7.11, Okeechobee Waterway (OWW), Stuart, Martin Co., FL (Lat: 27°12'13.02"N, Long: 080°15'36.79"W). Comment collection: October 3, 2014, from 7-9 p.m. at Hutchinson Island Marriott Beach Resort, 555 NE Ocean Blvd, Stuart, FL 34996.

NAVIGATIONAL CONSIDERATIONS:

In order to ensure the reasonable needs of navigation are being met by current bridge operation regulations, the U.S. Coast Guard is gathering written information from mariners to help determine if a change in federal bridge operating regulations should be considered. Interested parties are encouraged to complete the enclosed navigation survey and return it to the Seventh Coast Guard District offices to be included in the official record. Information helpful to this effort includes current and future use of the waterway (especially through movable bridges), the kind and type of vessels used, frequency of use, navigational hazards such as currents, obstructions, and those hazards that may not be evident from charts and published materials.

SOLICITATION OF COMMENTS:

In an effort to meet maritime needs, interested parties are requested to express their navigability concerns in writing. Comments will be received for the record at the Office of the Commander, Seventh Coast Guard District, Brickell Plaza Federal Building, 909 Southeast 1st Avenue, Suite 432, Miami, Florida 33131-3050. Comments mailed on or before November 1, 2014, will be made part of the official record. Written comments can also be received via email at: USCGD7DPBPublicComment@uscg.mil. Written comments will also be received at the locations and dates listed above.
SEVENTH COAST GUARD DISTRICT,
NAVIGATION SURVEY

USER INFORMATION:
NAME, ADDRESS & PHONE NUMBER:
________________________________________

WHAT TYPE OF WATERWAY USER: (please circle one)
PLEASURE   COMMERCIAL   LICENSED   UNLICENSED

VESSEL INFORMATION:
TYPE VESSEL: (Please circle one)
MOTOR   SAIL   FISHING   FERRY   TUG/BARGE   PILOT   DEEP DRAFT   OTHER
VESSEL DIMENSIONS:
LENGTH  BEAM  DRAFT  TONNAGE  HORSEPOWER

BRIDGE CLEARANCE REQUIREMENTS FOR VESSEL: (measured in feet)
VERTICLE CLEARANCE  ______
HORIZONTAL CLEARANCE  ______

WATERWAY INFORMATION:
NAME OF WATERWAY USED: (Please Circle)
NEW RIVER   LOXAHATCHEE RIVER   SAINT LUCIE RIVER

DO YOU USE MAIN CHANNEL? (Please Circle)
YES   NO

WHEN DO YOU TRANSIT THESE WATERWAYS?
(Please Circle)
SEASONALLY  YEAR-ROUND  DAY  NIGHT

TIMES OF DAY USED MOST:  ________
COMMENTS:

PLEASE USE THIS SPACE TO COMMENT ON ANY NAVIGATION RELATED ISSUES REGARDING THIS WATERWAY NOT COVERED IN THIS SURVEY. PLEASE BE SPECIFIC WITH RESPECT TO ACTUAL NAVIGATIONAL NEEDS AND REQUIREMENTS. PLEASE ATTACH SKETCHES OR ANY ADDITIONAL INFORMATION NECESSARY TO HELP US FULLY UNDERSTAND THE ISSUE. COMMENTS MUST BE RECEIVED BY NOVEMBER 1, 2014.

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All Aboard Florida Selects Siemens as Train Manufacturer

Trainsets will include Siemens Diesel-Electric Charger Locomotives and feature modern single-level intercity passenger cars, both manufactured in the U.S.

SACRAMENTO, Calif.; September 11, 2014 -- Today it was announced that Siemens has been selected to build the locomotives and passenger coaches for the All Aboard Florida passenger rail project that will connect South and Central Florida. All Aboard Florida and Siemens have been working together extensively on the development and design of the passenger rail cars that will transport millions of tourists, leisure and business travelers along Florida’s east coast.

This will be the first privately-owned, operated and maintained passenger rail system in the United States. When completed, it will also be one of the highest speed train routes running in the country today, operating at maximum speeds up to 125 mph. Importantly these trains, both the locomotives and the passenger coaches, will be “Made in America” at Siemens’ solar-powered rail manufacturing hub in Sacramento.

“This is an exciting time for rail in America. Intercity rail is an important lever to improve existing infrastructure challenges and bolster city and state economies, clearly something that All Aboard Florida will succeed at doing,” said Michael Cahill, President of Siemens’ Rail Systems Division in the U.S. “Everyone is watching the development of this progressive operation with great interest, and we are extremely proud to be part of this effort.”

“Our partnership with Siemens is another tremendous step forward for All Aboard Florida. We carefully chose Siemens technology knowing it will set a new industry standard, while providing the world class amenities our customers will expect from our passenger service,” said Don Robinson, All Aboard Florida President and Chief Operating Officer.

The initial five trainset purchase to serve the Miami to West Palm Beach segment will consist of two diesel-electric locomotives, one on each end of four passenger coaches. These diesel-electric locomotives will meet the highest emissions standards set by the federal government. All Aboard Florida and Siemens plan to expand the initial trainsets to seven coaches, and purchase an additional five trainsets, concurrent with environmental approvals and additional financing for the segment from West Palm Beach to the Orlando International Airport.
The stainless steel passenger coaches, the first to be manufactured by Siemens in the United States, will be state-of-the-art, ADA compliant and designed for comfort, featuring special ergonomic seating and Wi-Fi. The trainsets will also be level boarding, which allows for the ease of boarding without steps and provides easier access for bikes, walkers, strollers and wheelchairs. The locomotives will meet the latest federal rail safety regulations, including enhanced carbody structure safety with crash energy management components.

These trains are fully Buy America-compliant. They will be built in Sacramento with main components of the trains coming from Siemens plants throughout the United States — including traction motors and gearboxes from Norwood, Ohio, and propulsion containers from Alpharetta, Georgia. The diesel engines will be manufactured by Cummins in its Seymour, Indiana, plant. Siemens has established a robust and diverse base of U.S. suppliers across the country that currently provides components and parts for all of Siemens’ U.S. passenger-rail vehicle production. Siemens’ Sacramento plant, which has been in operation for almost 30 years, is up to 80 percent powered by two megawatts of solar energy and currently employs more than 800 people. The trains will be maintained and serviced in West Palm Beach and the Orlando International Airport ensuring full-time employment for more than 120 people.

For more information, photos and interviews, please visit:

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**About Siemens’ Rail, Transit & Mobility Portfolio:** Siemens designs and manufactures across the entire spectrum of rolling stock including commuter and regional passenger trains, light rail and streetcars, metros, locomotives, passenger coaches and high-speed trainsets. In the U.S., Siemens is providing rail vehicles, locomotives, components and systems to more than 25 agencies in cities such as Washington D.C., New York, Boston, Philadelphia, Denver, Salt Lake City, Minneapolis, Houston, Portland, Sacramento, San Diego, St. Louis, Atlanta and Charlotte. Cities also rely on Siemens to provide traction-power substations and electricity transmission, as well as signaling and control technology for passenger rail and transit systems.

**About All Aboard Florida**

All Aboard Florida is an intercity passenger rail project being developed by Florida East Coast Industries, Inc. (FECI) - owner of Florida's premier passenger rail corridor - that will connect Miami to Orlando with intermediate stations in Fort Lauderdale and West Palm Beach. This rail service will give Floridians and visitors a viable transportation alternative to congested highways and airport terminals. All Aboard Florida will provide a high quality experience for its
passengers and will be the first privately owned, operated, and maintained passenger rail system in the United States. For more information, visit www.AllAboardFlorida.com.

About Florida East Coast Industries
Florida East Coast Industries, LLC (FECI) is one of Florida's oldest and largest full-service commercial real estate, transportation, and infrastructure companies. Headquartered in Coral Gables, Fla., FECI has a rich history dating back over a century. Mr. Henry Flagler first established a predecessor company in 1892, which became a pioneer in the development of Florida's eastern coast. Today, FECI continues to transform Florida as the parent company to four distinct business lines including Flagler, a full-service commercial real estate company; All Aboard Florida, the United States' first privately owned and operated intercity passenger rail system; Flagler Global Logistics, an integrated logistics company that offers a wide range of logistics services and real estate solutions; and Parallel Infrastructure, a leader in third-party Right of Way (ROW) investments and management services. FECI is owned by private equity funds managed by affiliates of Fortress Investment Group, LLC. For more information, visit www.feci.com.