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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