

ALL ABOARD FLORIDA

VILLAGE OF TEQUESTA AND TOWN OF JUPITER

All Aboard Florida has been working closely with the Village of Tequesta, Town of Jupiter, Palm Beach Metropolitan Planning Organization, Treasure Coast Regional Planning Council and other local officials to ensure all impacts to the surrounding communities are understood and mitigated. We appreciate the work that all officials have committed to this partnership.

Safety

All Aboard Florida is upgrading the grade crossings to the highest safety levels required. Fencing will also be installed at various locations along the corridor. Trains will also follow the speed limits that are set by the Federal Railroad Administration.

Loxahatchee River Bridge

As a result of the \$1.5 billion infrastructure investment being made by All Aboard Florida, the following improvements will be made to the Loxahatchee River bridge.

- Restore the bridge span to double track
- Replace or repair structural steel, mechanical equipment and electrical equipment
- Implement mitigation measures as determined by the U.S. Coast Guard and the Federal Railroad Administration (FRA)

Environmental Impact Statement (EIS)

The FRA is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental and related impacts of constructing and operating an intercity passenger rail service between Miami and Orlando. Since AAF is not leading the EIS process, we are not in charge of the information or the way it is distributed, meaning the FRA controls the data that is collected and analyzed and AAF cannot share it. In the next few weeks, the FRA will publish the Draft EIS document and host a series of meetings and open a comment period so the public can review and comment on the document. Information will be posted in the paper and available on the FRA's and AAF's websites.

Noise Levels

AAF trains will be shorter in length, lighter, significantly faster, and, as a result, quieter than the freight trains operating in the corridor today.

Delay at Grade Crossings

Since the AAF trains operating in the corridor will be less than 1,000' long and the infrastructure will be significantly upgraded, it will take **less than 60 seconds** for the gates to close, the train to pass and the gates to return to the up position.

Emergency Response

AAF will coordinate with emergency responders along the 235-mile corridor. There will also be training programs offered for local community first-responders and law enforcement officials. Additionally, AAF is investing in significant upgrades to the corridor and this will include ways in which first responders can communicate with the train operators.

Quiet Zones

Per federal statute, it's the responsibility of the local authority with jurisdiction over the roadway to apply for a quiet zone. AAF is paying for the safety upgrades required to operate its system, which could cover a significant portion of this cost, and will support any local government if they wish to seek quiet zone status. For example, AAF would like to coordinate with local governments to construct these improvements at the same time, reducing impacts to motorists and the local community.

