

LOIS FRANKEL
22ND DISTRICT, FLORIDA

1037 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-9890

2500 NORTH MILITARY TRAIL
SUITE #490
BOCA RATON, FL 33431
(561) 998-9045
TOLL FREE (866) 264-0957

frankel.house.gov

COMMITTEE ON
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Congress of the United States
House of Representatives
Washington, DC 20515-0922

November 20, 2014

Rear Admiral John H. Korn
Commander
United States Coast Guard Seventh District
Brickell Plaza Federal Building
909 SE 1st Avenue
Miami, FL 33131-3050

Dear Commander Korn:

This follows our recent telephone conference regarding the potential impact of the proposed All Aboard Florida rail service on South Florida's marine industry. I appreciate the Coast Guard's careful attention to this issue.

As you are aware, Florida East Coast Industries (FECI) has proposed to launch a high-speed intercity passenger rail service called All Aboard Florida (AAF) that will connect Orlando, West Palm Beach, Fort Lauderdale, and Miami. The service travels through Congressional District 22 along the FEC corridor from Fort Lauderdale to Riviera Beach with 32 trips expected on a daily basis—16 running north and 16 running south. This will be in addition to eight freight trains each day.

I have received mixed comments from many stakeholders concerning the project. Supporters cite economic benefits from expected building development near new train stations, an influx of tourists, and decreased traffic on the Turnpike and I-95.

With that said, I have also received numerous communications from local folks about potential interruption of car traffic, increased noise, and disruption of South Florida's booming marine industry.

It is the latter issue that you and I addressed and which is the subject of this letter. I know that Congressman Patrick Murphy (of Florida) is addressing similar concerns within his district (bridges at the Loxahatchee River and Okeechobee Waterway), so I will focus specifically on the impact of the proposed frequent and lengthy closing of the New River Bridge in Fort Lauderdale.

The efficient operation of this drawbridge is critical for the recreational marine industry, which is one of the huge economic drivers of our region. In Broward County alone, the industry creates over 110,000 jobs and has an economic impact of almost \$9 billion.

Marine industry representatives are worried, (and I share their concern) that increased train traffic will mean significantly less time that the bridge will be open, choking off marine traffic.

Therefore, I respectfully request that you exercise your regulatory authority to forge a sensible solution to protect the recreational marine industry while allowing AAF meaningful access over the New River. Marine advocates are recommending that new regulations should consider the following issues:

- Keeping the New River bridge open a minimum of 40 minutes per hour.
- Disruption of vessel traffic.
- Incompatibility of bridge closures with tide changes.
- Bridge failures and time of repair.
- Mobility of the industry and potential for stranded assets.
- Train schedule changes and resultant disruption to bridge closure schedule.

Marine industry representatives have also suggested numerous mitigation measures that I understand have been presented to you and which are enclosed with this letter for informational purposes. I trust that you will give them careful consideration.

Please keep me apprised of any new development. Kelsey Moran in my office at 202-225-9890 will be my key contact.

Sincerely,



Lois Frankel
Member of Congress