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**A RESOLUTION BY THE BOARD OF DIRECTORS OF THE MARINE INDUSTRY ASSOCIATION OF THE TREASURE COAST (MIATC), A NON PROFIT TRADE ASSOCIATION, COMPRISED OF MARINE RELATED BUSINESSES AND INTERESTS IN MARTIN COUNTY, ST. LUCIE COUNTY, INDIAN RIVER COUNTY, AND OKEECHOBEE COUNTY, ACKNOWLEDGING AND IDENTIFYING A SIGNIFICANT ADVERSE IMPACT TO THE MARINE INDUSTRY RESULTING FROM THE PROPOSED ALL ABOARD FLORIDA (AAF) HIGH SPEED RAIL PROJECT.**

WHEREAS, The MIATC acknowledges the efforts of All Aboard Florida, (AAF) to construct a high-speed passenger rail system from Miami to Orlando along existing Florida East Coast Industries, (FEC) railway tracks.

WHEREAS, the marine industry in Florida employs over 200,000 persons creating \$18 Billion dollars of annual economic impact.

WHEREAS, the AAF plan is to run 16 daily round-trip passenger trains along the existing Florida East Coast railroad corridor, resulting in an additional 32 daily bridge closings at the St. Lucie River, Loxahatchee River Bridge, and New River Bridge.

WHEREAS, the additional bridge closings will block marine navigation through the railroad bridges an additional eight hours (minimum) daily, creating an unacceptable impediment of vessel navigation and causing economic devastation to the marine industry and residents located west of the railway bridges.

WHEREAS, Existing CSX tracks are in place and available west of the proposed All Aboard Florida route which would avoid the railroad bridges located at the Loxahatchee River and St. Lucie River.

**NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF THE MARINE INDUSTRY ASSOCIATION OF THE TREASURE COAST, OPPOSE THE HIGH SPEED PASSENGER RAIL PLAN PROPOSED BY ALL ABOARD FLORIDA.**

**IT IS FURTHER RESOLVED THAT THE MIATC REQUESTS AND ENCOURAGES THE OWNERS OF ALL ABOARD FLORIDA AND OUR ELECTED LEADERS TO:**

- 1) Require All Aboard Florida to direct their non-local passenger and freight rail traffic northwest from West Palm Beach along the existing CSX tracks therefore avoiding the negative impact to vessel navigation at the St. Lucie and Loxahatchee Rivers.

- 2) Require All Aboard Florida to ensure that scheduled train service does not disrupt boating and marine traffic at the St. Lucie, Loxahatchee, and New River bridges by more than 15 minutes per hour.
- 3) Require the default position of railroad bridges remain in the open position.
- 4) Require a bridge operation plan, which addresses vessel navigation in advance of hurricane warnings.
- 5) Require the replacement of the New River Bridge with a new 55' clearance drawbridge or railway tunnel beneath the waterway to mitigate the impact to vessel navigation.

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April Price, President