

JUPITER INLET DISTRICT

Resolution No. 3

A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF JUPITER INLET DISTRICT EXPRESSING CONCERNS
REGARDING ALL ABOARD FLORIDA RAIL PLANS

WHEREAS, the Jupiter Inlet District, an independent special taxing district in Palm Beach County, Florida, is charged by H.B. 1141, Laws of Florida, 2000, with maintenance of the Loxahatchee River and Jupiter Inlet "for the preservation of the public health, for the public good, and for the use of the public," and;

WHEREAS, the public use of the Loxahatchee River requires the ability of water-borne vessels to pass without unreasonable obstruction, and;

WHEREAS, the Board of Commissioners of Jupiter Inlet District has reviewed and continues to monitor the published plans of Florida East Coast Industries, LLC (FECI) and its All Aboard Florida high-speed passenger rail service plans, and;

WHEREAS, the Board is deeply concerned with several issues raised by the published plans of All Aboard Florida, and feels the need to make a public expression of those concerns in order to engage the planners of the project and those government agencies which regulate FECI's proposed activities, to seek solutions to those concerns;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Jupiter Inlet District as follows:

Section 1. The Board of Commissioners of Jupiter Inlet District cannot support the All Aboard Florida project unless the following concerns are adequately addressed:

A. Inadequate Vertical Clearance.

(1) The proposed 32-trains per day schedule appears likely to cause the bascule span over the Loxahatchee River to be closed for the passage of trains for average times over 30 minutes of each daylight hour;

(2) When the bascule span is closed, the vertical clearance available for passing vessels at MHWL is four (4) feet, preventing the passage of all but the smallest boats used in the Loxahatchee River, creating the likelihood of unacceptable delays for vessels attempting to pass through the draw, and a sharp increase in risk of conflict between waiting vessels;

(3) Public safety would be compromised if emergency vessels cannot pass through the draw span.

B. Inadequate Horizontal Clearance.

The width of the draw beneath the bascule span provides only 30 feet

of horizontal clearance for passing vessels, which limits the number of vessels that can pass through at a time, and exacerbates the delay to boaters from bridge closings;

C. Risk of Bridge Failure.

(1) The railroad bridge over the Loxahatchee River was built 90 years ago;

(2) Though single-tracked at present, the published plans of All Aboard Florida include re-installing a second set of rails, to allow two trains upon the bridge at the same time, substantially increasing the risk of catastrophic failure;

(3) So far as has been made available to the public, no peer-reviewed assessment of the fitness of the bridge structure has been undertaken to insure best knowledge of its condition and safety;

(4) Apart from damage to property and loss of life, a failure of the Loxahatchee Bridge would result in severe and extended obstruction of the only available navigable river channel to and from the Jupiter Inlet and Intracoastal Waterway.

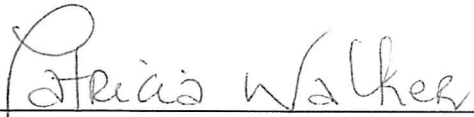
Section 2. The Board of Commissioners of Jupiter Inlet District calls for thorough, transparent review of these concerns by public regulatory agencies, and by the plan proponents, open to the public, before the second

track is re-installed, and before any passenger train service begins.

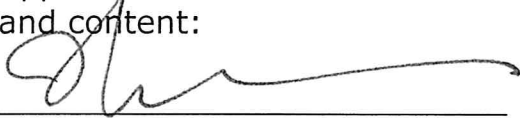
PASSED AND ADOPTED at Jupiter, Palm Beach County, Florida, the
13th day of August, 2014.



Chairman

ATTEST: 
Secretary

Approved as to form
and content:



William R. H. Broome
Attorney for Jupiter Inlet District