

Florida Rail System Plan

Rail Stakeholder Advisory Committee Organizational Meeting #1

Tampa, Florida

July 29-30, 2008

Day 1: July 29 1:00 PM – 5:45 PM

Introduction

The Florida Department of Transportation Assistant Secretary of Intermodal Transportation, Debbie Hunt, as Chair of the Rail Stakeholder Advisory Committee, called the meeting to order. The Chair welcomed and thanked all members for agreeing to serve on the Rail Stakeholder Advisory Committee and assist the Florida Department of Transportation with a new approach to developing the 2008 Florida Rail System Plan. She also recognized the public attending the meeting.

The Chair indicated previous plans have been more descriptive of the separate freight and passenger rail systems with an emphasis on freight rail facilities and services. For the 2008 Plan, the Department is expanding stakeholder involvement and asking the Rail Stakeholders Advisory Committee to help establish a more visionary, strategic, and policy-driven new Rail System Plan that is.

The new direction for the rail system plan is largely a response to:

- The opportunities presented by a shift in the focus of state capacity funding to the Strategic Intermodal System and the creation of two new programs: the New Starts Transit program and the Transportation Regional Incentive Program by the 2005 Growth Management Act;
- The financial constraints facing us at the federal, state and local levels;
- A greater emphasis on planning development and expansion of commuter and intercity rail systems in Florida;
- The overlapping needs of the various modes of transportation; and,
- The expanding need for multiple large and small projects to serve freight and passenger rail needs.

The 2008 Florida Rail System Plan will be developed in two phases. Phase I will be guided by the Rail Stakeholders Advisory Committee. Phase I includes four meetings designed to help committee members to work together to establish a policy framework for setting priorities. At the end of the four meetings, the Department hopes to reach as much consensus as possible on what those statewide policies should be. The Committee's recommendations will lead to the adoption of a Rail System Policy Element by the Secretary by December 31, 2008. The Policy Element will address the following:

- Vision, goals and possible objectives;

- Roles and responsibilities in the rail system in Florida;
- Prioritization policies that focus on statewide benefits; and
- Recommendations to be considered in the update of the Strategic Intermodal System and the 2030 Florida Transportation Plan

Phase II will result in a Rail Investment Element to be completed by June 30, 2009. The Department hopes to provide an opportunity in Phase II for additional stakeholder involvement to help identify the list of needs, prioritization methodology and other implementation policies.

Members Introduction

The Chair asked the Rail Stakeholder Advisory Committee members to introduce themselves, identify the perspectives they represent and briefly describe the outcome they hope to achieve through this four-meeting process.

Following is the list of all present members and the agencies they represent:

- Debbie Hunt - Florida Department of Transportation, Assistant Secretary of Intermodal Transportation, Chair
- Marion Hart - Florida Department of Transportation, State Public Transportation and Modal Administrator, Vice-Chair
- Commissioner Jeff Koons - Florida Association of Counties
- Ann Gordon - Executive Office of the Governor
- Lee Chira - Florida High Speed Rail Authority
- Dr. Scott Paine - Citizen
- Ben Biscan - Florida Railroad Association
- Mayor Tom Eschenberg - Florida League of Cities
- John Adams - Enterprise Florida
- Christine Kefauver - Central Florida Commuter Rail Commission
- Don Skelton - Florida Department of Transportation, District Seven Secretary
- Gus Pego - Florida Department of Transportation, District Six Secretary
- Mayor Richard Kaplan - Metropolitan Planning Organization Advisory Council
- Mary Lou Rajchel - Florida Trucking Association
- Lester Abberger - 1000 Friends of Florida
- Drew Galloway - Amtrak
- David Rohal - Florida East Coast Railway
- David Anderton - Port Everglades
- Lisa Mancini - CSX Transportation
- Thomas Pelham - Department of Community Affairs, Secretary
- Marcos Marchena - Florida Transportation Commission, Chairman
- John Moon - Norfolk Southern
- Keith Schue - Florida Nature Conservancy
- Kelly Layman - Florida Department of Environmental Protection(Representing Sally Mann)

Following is the list of key expectations for this four-meeting process as offered by the members:

- Develop a realistic vision for rail transportation in Florida that supports the mobility needs of passenger and goods, promotes smart growth management strategies, is economically competitive and environmentally friendly, and encourages efficient energy policies
- Produce a plan that supports the efficient and effective movement of freight and passengers in the state
- Maximize the efficiency of rail when moving people and goods in the state
- Develop a framework to update the Florida Rail System Plan
- Develop a comprehensive framework to address rail needs and evaluate funding options to support those needs (federal revenues, state revenues, public-private partnerships, innovative financing options, etc.)
- Ensure that rail transportation policies serve the needs and interests of all Floridians
- Create a plan that supports the safe and efficient movement of railroads in Florida
- Create a financially-feasible rail system plan
- Ensure that the updated rail system plan protects natural resources in the state
- Develop a practical rail system plan that can be realistically implemented
- Ensure that funding for transportation needs including rail needs are made available
- Identify investments to support rail needs in Florida
- Produce a blueprint that provides practical and cost effective strategies to implement a robust rail program in Florida
- Ensure that railroads are connected to other transportation modes
- Provide an opportunity to educate public agencies and private railroads on the issues facing transportation in general and freight and passenger railroad in particular in the State of Florida
- Identify the benefits (creation of new jobs, reduction of transportation costs, safety improvement, etc.) from investing in rail transportation
- Promote long-term passenger and freight rail strategies that support the mobility needs of people and goods in Florida and are environmentally friendly
- Support regional transportation needs
- Dedicate funding resources to support regional transit needs
- Evaluate the impact of local and regional rail projects on the state
- Ensure that future transit investment decisions are used as a growth management tool

Agenda

The Chair introduced Hal Beardall and Rafael Montalvo with the Florida Consensus Resource Center. She indicated that Mr. Beardall and Mr. Montalvo will provide facilitation support to the Rail Advisory Committee during the four committee meetings. Ms. Hunt asked Hal Beardall to review the agenda (see Appendix A) and the supporting material in the handbook. The agenda and supporting material can be found at

<http://www.dot.state.fl.us/rail/plandevel.htm>. Following the agenda review, the Chair sought a motion to adopt the agenda. The motion was approved unanimously.

Setting the Stage

The Chair introduced Ed Lee with the Rail Office at the Florida Department of Transportation. In his presentation entitled “Setting the Stage”, Mr. Lee discussed how the Rail System Plan fit into the overall state transportation planning process and provided an overview on the existing railroad system in Florida. He also summarized key facts including the role of the federal and state government in rail transportation. Mr. Lee’s presentation can be found at <http://www.dot.state.fl.us/rail/plandevel.htm>. Following Mr. Lee’s presentation, the Chair opened the floor for questions. (Responses to member’s comments are shown in *italic*)

- The Department should consider adopting a Fast-Track funding program that would allow public transportation projects that have not been or are under funded to receive priority consideration for accelerated funding in the first year of the Department’s Work Program. A similar program was implemented under the now inactive Transportation Outreach Program (TOP).
- Better coordination between regions and the Department is needed to ensure investments in SIS facilities are consistent with local and regional needs. Accessibility is an issue that faces many regions of the state and better connectivity between modes (linkages to seaports and railroads) are needed.
- The Rail Stakeholder Advisory Committee is not drafting the policy element of the Rail System Plan. The role of this Committee is to provide recommendations to guide the policy element of the plan. *This is correct.*
- The double-headed arrows shown on slide four of this presentation indicates that the Florida Transportation Plan and the Rail System Plan interact and influence one another. However, the two plans have different planning horizons. To what extent is the development of the rail system plan constrained by the policies set forth in the Florida Transportation Plan? *The Florida Rail System Plan interacts with both the Florida Transportation Plan and the Strategic Intermodal System. While the three plans interact, the rail system plan is not constrained by the planning horizons of the two plans. Recommendations regarding the planning horizons of the three plans will be developed to help inform future updates of the Florida Transportation Plan and the Strategic Intermodal System.*
- On slide two, you indicate that the Rail Stakeholder Advisory Committee role is to develop consensus recommendations on a policy framework to be used as filtering mechanism to set priorities and guide investments. “Filtering” suggests that role of the Committee is limited to evaluating proposed strategies for prioritizing projects and guiding investments. In reality, one of the Committee’s roles is to recommend new ideas and directions in prioritizing rail projects and investing in rail transportation.

Overview of the Proposed Meeting Guidelines and Consensus Building and Schedule

The Chair asked Mr. Beardall to review the meeting guidelines and the consensus building guidelines (see Appendix C) located in Tab 4 in the handbook. The meeting guidelines and the consensus building guidelines can be found at <http://www.dot.state.fl.us/rail/plandevel.htm>. Following Mr. Beardall’s review the Chair asked members if they had any comments or concerns regarding the proposed meeting and consensus building guidelines. One member suggested tasking the ad hoc drafting

groups with developing compromise language when drafting the Policy Element of the Rail System Plan. This guarantees majority support of all members for Phase I of the Rail System Plan.

The Chair then sought a motion to adopt the Rail Stakeholder Advisory Committee Meeting Guidelines. The motion was approved unanimously.

Mr. Beardall also provided an overview of the proposed four meeting work plan (see Appendix B) for developing the Committee's recommendations. The Chair asked members if they had any concerns about the proposed dates and locations for future meetings. (Responses to member's comments are shown in *italic*)

- Will copies of the agenda, presentations, and other meeting material be electronically available to all members? *Information regarding today's meeting as well as future meetings can be found at <http://www.dot.state.fl.us/rail/plandevol.htm>.*

Review and Refinement of Rail Stakeholder Advisory Committee Process Goal and Statement

Mr. Beardall asked committee members to turn to Tab 5 to review the draft goal statement for the development process. He noted that this statement was circulated to members prior to the meeting. Mr. Beardall asked members to review and rank the goal statement with a 3, 2, or 1 with a show of hands and to note any additional suggestions, rewording or concerns they may have. A ranking of 3 indicates that "I can support as is"; a 2 indicates "I can support this, but would like to see the following changes..."; and, a 1 indicates "I cannot support this unless serious concern(s) are addressed as follows...".

The draft goal statement offered for initial acceptability ranking and discussion:

The goal of the Florida Rail Stakeholders Advisory Committee process is to create consensus recommendations that will be used to inform and guide the development of the 2008 Florida Rail System Plan. The consensus process, led by the Florida Rail Stakeholder Advisory Committee, will review trends, issues, and opportunities in passenger and freight rail transportation statewide and recommend policies to guide future investment decisions by the state.

Committee members rated the draft statement as initially written as follows (note that some members abstained from voting):

Ranking: 3 – 13 members 2 – 7 member 1 - 0 members

The Chair asked members if they had any concerns about the proposed language of the draft goal statement. (Responses to member's comments are shown in *italic*)

- Should the goal statement reference commuter rail as well as passenger rail? *Commuter rail is one component of passenger rail.*
- The goal statement primarily focuses on statewide trends, issues, opportunities, and policies; however, many of the decisions we make are regional in nature, particularly when it comes to passenger rail. It is recommended that the goal statement provide guidance to Florida's regions.

- The goal statement should not be limited to state or regional boundaries. The rail network should be viewed from a national perspective. As such, it is recommended that the goal statement call for integrating the rail network in Florida into the national fabric.
- The goal statement, as currently drafted, appears to give priority to passenger rail needs. The goal statement should call for the need to balance freight and goods mobility needs with passenger movement needs.
- The goal statement should call for the need for better coordination between the state and Florida's region. This is particularly relevant in the case of the Central Florida Commuter Rail where statewide decisions affect the greater Orlando area.
- It is important that we look at the statewide impacts of local and regional projects.
- Unlike freight rail projects, some passenger rail projects are grassroots driven; this should be addressed in the Policy Element of the Rail System Plan.
- The goal statement should be comprehensive and broad in order to address rail investment needs in Florida at all levels, national, statewide, regional as well as local.
- As indicated in the handbook, the goal statewide is based on s.341.02, Florida Statutes. According to the statute, resources should be increased to meet the statewide need. We need to develop a tool to help guide the Department in using those limited resources that are currently available. The Committee should work toward developing a prioritization mechanism to efficiently and effectively invest in rail.
- The goal statement should include a reference to s. 341.02, Florida Statutes.
- The goal statement should provide guidance on how Florida can continue to compete nationally and globally.
- The Committee should discuss the issue of rail connectivity to areas outside the state including Chicago and Savannah.
- The Committee should review how adjacent states handle intermodal facilities.
- Should the Committee discuss the issue of investing state funds in another state if such an investment meets state needs in Florida? *This topic will be discussed in future meetings. The current discussion is limited to reviewing and ranking the draft goal statement.*
- The goal statement should also review trends, issues and opportunities in other transportation modes. *The Rail System Plan will be consistent with other modal plans, the Strategic Intermodal System, and the Florida Transportation Plan. However, this plan focuses primarily on rail transportation and how the rail network interfaces with other modes. Note that the Committee includes representatives for other modes including seaports, transit, and highways (Florida Trucking Association).*

Based on the input provided by committee members, the following are the suggested revisions to the draft goals statement:

Alternative 1

The goal of the Florida Rail Stakeholders Advisory Committee process is to create consensus recommendations ~~that will be used~~ to inform and guide the development of the statewide 2008 Florida Rail System Plan in compliance with FS 341.302. ~~The consensus process, led by the~~ Florida Rail Stakeholder Advisory Committee, will review trends, needs, issues, and opportunities, including regional opportunities, in passenger and freight rail transportation ~~statewide~~ and recommend policies to guide future rail investments as applied to an integrated multimodal system ~~decisions~~ by the state.

Alternative 2

The goal of the Florida Rail Stakeholders Advisory Committee process is to create consensus recommendations ~~that will be used~~ to inform and guide the development of the statewide 2008 Florida Rail System Plan in compliance with FS 341.302. ~~The consensus process, led by the~~

Florida Rail Stakeholder Advisory Committee, will review trends, needs, issues, and opportunities, including regional opportunities, in passenger and freight rail transportation ~~statewide~~ and recommend policies to guide the integration of future multimodal investment decisions by the state.

Alternative 3

The goal of the Florida Rail Stakeholders Advisory Committee process is to create consensus recommendations ~~that will be used~~ to inform and guide the development of the statewide 2008 Florida Rail System Plan in compliance with FS 341.302. ~~The consensus process, led by the Florida Rail Stakeholder Advisory Committee,~~ will review trends, needs, issues, and opportunities, including regional opportunities, in passenger and freight rail transportation ~~statewide~~ and recommend policies to guide future transportation investment decisions by the state.

Alternative 4

The goal of the Florida Rail Stakeholders Advisory Committee process is to create consensus recommendations ~~that will be used~~ to inform and guide the development of the statewide 2008 Florida Rail System Plan in compliance with FS 341.302. ~~The consensus process, led by the Florida Rail Stakeholder Advisory Committee,~~ will review trends, needs, issues, and opportunities, including regional opportunities, in passenger and freight rail transportation at the national, statewide, regional, and local levels and recommend policies to guide future rail investments as applied to an integrated multimodal system ~~decisions~~ by the state.

Mr. Beardall indicated that staff will redraft the goal statement to include revisions suggested by the Committee and offer it back to committee members for review and adoption. Following is the final revised draft goal statements:

“The goal of the Florida Rail Stakeholder Advisory Committee process is to create consensus recommendations to inform and guide the development of the statewide 2008 Florida Rail System Plan in compliance with FS 341.302. The Florida Rail Stakeholder Advisory Committee, will review trends, needs, issues, and opportunities (locally, regionally, and statewide and beyond) in passenger and freight rail transportation and recommend policies to guide future state planning and investments in rail, and future integration of rail with other modes.”

The draft goal statement will be subject to additional refinement and will be presented to the full Committee for review and final approval.

Review and Refinement of Draft Guiding Principles and Assumptions for Rail Stakeholder Advisory Committee Process

Mr. Beardall asked committee members to turn to Tab 5 to review a series of draft candidate principles and assumptions. Mr. Beardall asked members to review and rank the draft principles and assumptions with a 3, 2, or 1 with a show of hands (note that some members abstained from voting during this process) and to note any additional suggestions, rewording or concerns they may have. The Chair asked members if they had any concerns about the proposed language of the draft guiding principles and assumptions. (Responses to member’s comments are shown in *italic*).

DRAFT GUIDING PRINCIPLES

Principle A: The role of the Florida Rail Stakeholders Advisory Committee will be to develop and present consensus recommendations to the Secretary of the Florida Department of Transportation that will be used to inform and guide the development of the policy element of the 2008 Florida Rail System Plan

Initial Acceptability Ranking: 3 – 21 members 2 – 0 member 1 - 0 members

Principle B: Recommendations of the Florida Rail Stakeholders Advisory Committee will be developed consistent with s. 334.046, Florida Statutes which provides that the prevailing principles to be considered in planning and developing an integrated, balanced statewide transportation system are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility.

Initial Acceptability Ranking: 3 – 5 members 2 – 14 members 1 – 1 member

Comments on Principle B:

- Principle B should reference another important component of s. 334.046, Florida Statutes which indicates that the “mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.”
- Please include a copy of s. 334.046, Florida Statutes in the next update of Principle B.
- A new principle can be drafted to ensure that s. 334.046, Florida Statutes is well reflected in the guiding principles of this plan. The new principle can read as follows: “The recommendations of the Rail Stakeholder Advisory Committee will be reflective of the Department of Transportation’s mission to provide a safe statewide transportation system that insures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.” A revised Principle B would then read as follows: “Recommendations of the Florida Rail Stakeholder Advisory Committee will be developed consistent with s. 334.046, Florida Statutes which provides that the prevailing principles to be considered in planning and developing an integrated, balanced statewide transportation system.”
- The use of the word “preserving” in the text of Principle B is ambiguous. Preserving the existing transportation infrastructure could mean keeping the asset intact. The sentence should read as follows: “preserving the functional utility of the existing transportation infrastructure.”
- Preserving the existing transportation system is a very strict requirement; the statement should read as follows: “Preserving the existing transportation infrastructure where practical.”
- We are using different statutory requirements for drafting the goal statement and the guiding principles.
- Improving travel choices does not necessarily ensure mobility.
- Many rail investments generally benefit the state and Florida’s regions. However, in some cases, these investments might potentially affect the quality of life of local communities. As such, a more detailed definition of quality of life should be drafted for this plan.

Principle C: Policy recommendations of the Florida Rail Stakeholders Advisory Committee will address future mobility needs for both passenger rail service and freight rail service.

Initial Acceptability Ranking: 3 – 18 members 2 – 2 members 1 – 1 member

Comments on Principle C:

- The principle should address both existing and future mobility needs.
- Addressing rail needs without discussing funding resources can be problematic for this plan. The committee should also discuss financial needs.

Principle D: The 2008 Florida Rail System Plan should contain statewide policy guidance that can be carried out within a 20-year planning horizon and within revenues that can reasonably be expected to be available.

Initial Acceptability Ranking: 3 – 4 members 2 – 13 members 1 – 4 members

Comments on Principle D:

- Principle D should read as follows: “The Florida Rail System Plan should contain statewide policy guidance that can be carried out within a 20-year planning horizon and with the resources necessary to meet statewide needs.” S.341.302, Florida Statutes clearly directs the Department to identify transportation needs and the funds needed to meet them. *It is almost impossible to secure funding for all existing and future rail funding needs. The Committee should develop a strategy to prioritize and rank projects and fund rail needs accordingly.*
- Principle D has no bearing on the Florida rail system since more than 90 percent of the rail network is privately held. Our planning horizon is in reality two to three years. *The 20-year planning horizon is not limited to freight rail needs but also includes passenger rail needs.*
- The intent should be to develop a 20-year vision for the rail system regardless of whether funding is available.
- Are we mandated by law to develop a 20-year cost-feasible rail system plan? If not, the Committee should consider striking Principle D from the list of guiding principles.
- Consider striking the following sentence from Principle D: “...and within revenues that can reasonably be expected to be available.”
- The Committee should be consistent with federal legislation. Currently Senate Bill 294: Passenger Rail Investment and Improvement Act of 2007, House Resolution 6003: Passenger Rail Investment and Improvement Act of 2008 and the federal omnibus bill may all have 20-year planning horizons. As such, it is in the best interest of the Department to include a long-term list of rail needs projects to be eligible for future federal funding.
- The planning horizon should be at minimum 20 years in length. Consider revising Principle D to read as follows: “...within a minimum 20-year planning horizon...”
- Consider revising Principle D to read as follows: “...contain statewide policy guidance that should be carried out...”

DRAFT PROCESS ASSUMPTIONS

Assumption A: The 2008 Florida Rail System Plan development process but must be consistent with the 2025 Florida Transportation Plan and will also produce guidance for the subsequent update of the Strategic Intermodal System Strategic Plan.

Initial Acceptability Ranking: 3 – 15 members 2 – 5 members 1 – 0 members

Comments on Assumption A:

- It is not clear how the Florida Rail System Plan will interact with the 2025 Florida Transportation Plan and the Strategic Intermodal System.
- Consider striking the word “must” from the text. The Florida Rail System Plan cannot be consistent with the 2025 Florida Transportation Plan and the Strategic Intermodal System

Plan given all the changes that occurred in Florida since the two plans were adopted. *The Committee will draft a plan that is consistent with the 2025 Florida Transportation Plan and the Strategic Intermodal System; however, we are cognizant of the fact that we are providing guidance for the future.*

Assumption B: The Florida Rail Stakeholders Advisory Committee will review and build upon previous rail planning efforts, including the 2006 Florida Rail System Plan, the work of the Florida High Speed Rail Authority and the Florida Intercity Passenger Rail Vision Plan, as well as relevant regional and local rail planning efforts.

Initial Acceptability Ranking: 3 – 7 members 2 – 10 members 1 – 1 member

Comments on Assumption B:

- Assumption B cites the Florida High Speed Rail Authority which has not met in two years. This initiative should be revised. Furthermore, the Committee should include language in the plan recognizing past (Tampa, Orlando, and South Florida) and current (Jacksonville) rail initiatives. The Committee should also recognize the role of the federal government in rail planning in Florida. One example of such involvement is the Orlando-Tampa Rail study.
- Consider striking the words “build upon” from the text. This assumes previous efforts are a good foundation for future rail planning efforts. This might not necessarily be the case. *The words “build upon” will be deleted from the text.*
- Can you provide a brief overview of the Florida Intercity Passenger Rail Vision Plan? *A copy of this plan is included in your handbook. The study was completed in August, 2006.*
- A glossary of transportation and rail terms should be included in the handbook.

Assumption C: The Florida Rail Stakeholders Advisory Committee will consider Florida’s statewide planning framework including planning for other modes (Aviation, Seaports, Transit etc.), economic development plans, local government comprehensive plans, regional plans, and metropolitan planning organization plans and programs.

Initial Acceptability Ranking 3 – 18 members 2 – 2 members 1 – 0 members

Comments on Assumption C:

- Reference trucking under other modes. *Trucking is not a mode, but a method of transportation within a mode, the proper term to be used is roads.*
- Given our time constraints, we might not be able to consider the planning framework for other modes including seaports and aviation.
- Consider adding the following statement to the text “...metropolitan planning organizations plans and programs, as well as local, state, and federal conservation land acquisition programs”.

Assumption D: The Florida Rail Stakeholders Advisory Committee will present its final recommendations on the policy element of the 2008 Florida Rail System Plan to the Secretary of the Florida Department of Transportation in December, 2008. The policy element will comply with all requirements of Florida Statutes and contain a clear vision and goals for the future of rail transportation in Florida. The policy element will also contain a description of the rail system in Florida, outline the roles and responsibilities of the public and private sectors in providing rail service in the state, identify needs and funding issues, and recommend prioritization policies.

Initial Acceptability Ranking 3 – 16 members 2 – 6 members 1 – 0 members

Comments on Assumption D:

- Given current time constraints, the Committee should consider operating under existing rules and regulations contained in the Florida Statutes. The paragraph starting with “The policy element” discusses the activities of the Department once Phase I one of the Plan is finalized in December. As such, consider striking the paragraph starting with “The policy element”.
- The last sentence of Assumption D should read as follows: “The policy element will also contain a description of the future rail system in Florida...”
- The Committee should discuss the state interest in supporting regional systems.
- The last part of the third sentence in Assumption D (“identify needs and funding issues, and recommend prioritization policies”) should not be deleted as it relates to the activities of this Committee.
- The second sentence in Assumption D should differentiate between public and private sector.
- The Committee should emphasize the need to encourage the public and private sectors to work together and develop strategies to promote public and private partnerships. .

Assumption E: The Florida Rail Stakeholders Advisory Committee will present its final recommendations on the policy element of the 2008 Florida Rail System Plan to the Secretary of the Florida Department of Transportation in December, 2008. The policy element will comply with all requirements of Florida Statutes and contain a clear vision and goals for the future of rail transportation in Florida. The policy element will also contain a description of the rail system in Florida, outline the roles and responsibilities of the public and private sectors in providing rail service in the state, identify needs and funding issues, and recommend prioritization policies.

Initial Acceptability Ranking: 3 – 19 members 2 – 1 member 1 – 0 members

Comments on Assumption E:

- Consider adding the following to the text under Assumption E: “The Rail Stakeholder Advisory Committee... (appointed and charged by the Chair with guidance from the Committee...)

Mr. Beardall indicated that staff will redraft the proposed guiding principles and assumptions to include revisions suggested by the Committee and offer it back to the Committee for review and adoption.

Review and Refinement of Key Roles and Responsibilities in the Rail Advisory Committee Process

At the request of the Chair, Mr. Beardall’s asked members to review the language on the roles and responsibilities located in Tab 5 (yellow pages). Mr. Beardall’s asked members to submit comments and concerns electronically to Ed Lee. Staff will review comments and address those accordingly. Revisions to the language on the roles and responsibilities will be re-submitted to committee members for final review and approval.

Review of the Rail System Plan Process and Schedule

The Chair introduced Bob Romig with Cambridge Systematics and asked him to provide the audience with an overview for developing the Florida Rail System Plan. Mr. Romig's presentation is included under Tab 6 in the handbook and at <http://www.dot.state.fl.us/rail/plandevl.htm>.

Mr. Romig provided an overview of the process for developing the Florida Rail System Plan. In his presentation, he described the two phases of the plan and emphasized the role of the Advisory Committee in developing the policy element of the plan. Following Mr. Romig's presentation, the Chair opened the floor for questions. (Responses to member's comments are shown in *italic*)

- Can alternates to participant members attend future meetings in the event participant members are unable to attend? *It is recommended that participant members attend all four meetings. However, if conflicts arise, alternates are welcome to attend so long as they are kept informed on all the activities and discussions of this Committee. Participant members can also obtain a video copy of this first meeting and ask potential alternates to view it.*
- Various conferences and meetings are anticipated to take place in October. The Chair is recommended to propose a different meeting date for meeting #4. *Members are requested to review their calendars and suggest alternate dates for meeting #4.*
- Panama City is not very accessible for many committee members. Consider proposing a new location in the panhandle. *Due to accessibility concerns, meeting #2 scheduled for August 26 and 27 in Panama City will now be held in Tallahassee.*
- The committee should ensure that the public and the media are aware of this effort.

General Public Comments

The Chair stressed the importance for input from the public as this process moves forward and offered all members of the public the opportunity to speak to the group from the microphone. Following are the public comments:

- Will the Rail Advisory Committee review existing rail-related technologies? *The Committee will recommend that the Department continues to be well informed on all new rail-related pronouncements.*
- Will the committee review existing successful, efficient, and low cost rail business models both at home and internationally? *The will review a list of models to determine those that are most suitable for Florida.*
- Various members have expressed an interest in developing a plan that is not limited by previous efforts and that addresses issues at the statewide and regional levels. The business community is ready to support this initiative if the outcome is innovative and tackles all the issues facing Florida in the future.

The Chair noted that additional opportunities for input through the public comment form (available at the sign in table) and online (<http://www.dot.state.fl.us/rail/plandevl.htm>) are available. Any written comments received will be shared with the committee members, she added.

Additional Comments from Committee Members

Following the public input, two additional comments were received from committee members as follows:

- Who is the main contact for rail data requests? *Ed Lee with the Florida Department of Transportation's Rail Office.*
- Has the Department developed a 10-year SIS funding plan? Is it available for public and partner review? *The Department will provide a copy of the 10-year SIS funding plan when available.*

Working in the Sunshine

Mr. Beardall asked members to turn to overviews included in Tab 7 and provided a quick overview of the sunshine provisions as applied to the Committee's process. Mr. Beardall noted that this committee is subject to the "Government in the Sunshine" rules. As such, all meetings will be notices and members cannot discuss with any other member any item that is under consideration by this committee outside of a duly noticed public meeting.

Day 2: July 30 8:00 AM – 1:30 PM

Long Range Trends in Florida

The Chair asked Mr. Romig to present on topic of long-term demographic, economic and transportation trends in Florida. The presentation is included under Tab 7 in the handbook or at <http://www.dot.state.fl.us/rail/plandevol.htm>. In his presentation, Mr. Romig discussed:

- The evolution of the transportation system in Florida;
- Key trends affecting the demand for rail services;
- Florida's response to economic and demographic growth; and
- Recommended policy issues the Committee should consider in developing the policy element of the Florida Rail System Plan.

Following Mr. Romig's presentation, the Chair opened the floor for questions. (Responses to member's comments are shown in *italic*)

- The Committee should investigate the impact of the Panama Canal expansion on Florida's economy.
- The Committee should review the trends of the movement of containerized freight in Florida.
- The Committee should also evaluate Cuba's potential economic role in the region.
- The policy element of the plan should address the need to move towards greater fuel efficient strategies. The Committee should compare the impact of each transportation mode on carbon imprint.
- Provide detailed information on status of abandoned rail lines in Florida. Develop a map of all abandoned lines in the state and their current use.
- Review trends for rail-dependent and freight dependent industries.

Shared History Exercise – Where Have we Been?

The facilitators introduced an exercise for members to share with each other significant events, people, milestones and dates in the development of rail in Florida. Members were each provided a handful of sticky notes and markers and asked to write down one item per note to be read to the whole group and placed on a timeline posted at the front of the room. The exercise allowed members to build a common understanding of the history and influences on the development of rail in Florida. The following is a chronological list of significant dates, people and events as offered by the committee members:

1776 – James Watt patents steam engine
1828 – First Railroad charter (United States Congress)– Chipola Canal and Railway Company
1835 – First steam engine rail
1836 – Leon Railroad to Tallahassee
1845 – March 3, Florida admitted as a state
1856 – First trans-state Railroad in Florida, Atlantic, Gulf Coast RR – Jacksonville to Cedar Key
1855 - Internal Improvement Act
1856 – First federal dollars towards rail
1860 – Four Railroads in Florida with a total of 411 miles of track
Late 1800's – Invention of the automobile
1890's – Staging of invasion of Cuba from Tampa – all material arrives by Henry Plant's rail lines
1890's – Florida East Coast (FEC) Railroad history led the development of the east coast of Florida
1896 – Flagler reaches Miami
1910 – Opening of Panama Canal
1911 – Flagler reaches Key West
1928 – Seaboard Railroad reaches Miami
1935 – FDOT/FEC Key West
1935 – Rail Corridors transitioned to trails
1950's – Diesel fuel becomes energy source for rail, replacing coal
1950's & '60's - Creation of the interstate system
1950 – When trucks extended distribution of freight from rail.
1956 – Interstate Highway Act
1958 – Commercial jets. Creation of “The Box”
Early 1960's – Death of streetcars in Tampa
Early 1960's - FEC strike and subsequent loss of passenger service
1962- Housing Act included transit in a federal bill for the first time
1960's – National Aeronautic and Space Administration (NASA)
1967 – Seaboard Coast Line Railroad created
1970's – FDOT and other public safety with financial participation
1970's – National Environment Policy Act (NEPA)
1970's - Many railroads bankrupt - Amtrak created, Conrail created
1970's – Rails to trails initiative
1971 – Amtrak created
1976 – Planning for High Speed Rail begin in Florida
Early 1980's – Amtrak takes over auto train.
Early 1980's - Creation of new shortline spin-offs rather than abandoned
Early 1980's - Purchase of FEC right-of-way along US-1 becomes metro rail
Early 1980's – Staggers' Act - Federal rail deregulation
Early 1980's – Federal Transit Administration (FTA) new starts program funds rail project
Late 1980's – Federal transportation funding survivors

1985 – High Speed Rail in state comp plan.
 1985 - Growth management
 1988 – First rail to trail (St. Marks Railroad in Tallahassee through Wakulla) – eventually a total of 330 miles statewide
 1990’s – Introduction of double-stack containers and containerization of freight
 1990’s – FEC right-of-way purchase from Kendall to Florida City – later became bus rapid transit corridor
 1991 – Intermodal Surface Transportation Efficiency Act (ISTEA)
 1994 – Gas Tax set – not indexed and never increased since
 1998 – Central Florida Light Rail Project terminated
 1999 – Orlando Light Rail Project is tanked by County Commission
 2000 – Florida public votes for High Speed Rail
 2000-2008 – Huge increase in volumes of containerized cargo
 2003 – Strategic Intermodal System (SIS) enacted by Florida legislature
 2004 – Florida public votes against High Speed Rail
 2004 – FDOT fund skypass at PPB
 2005 – FDOT/SIS created, becomes a funding source
 2005 – Florida East Coast Rail Development
 2005 – Tri-Rail Development
 2007 – FEC Industries purchased by funds managed by Fortress. Private ownership
 2007 – Purchase agreement with CSXT for Central Florida Commuter Rail - 61 miles
 2007 – FEC industries split into Flagler Development and Florida East Coast Railway.
 2008 – State closes on Governor’s acquisition proposal to acquire 187,000 acres of US Sugar including a working railroad (just over 100 miles)
 2008 – Tri Rail Best New Start in USA
 2008 – Oil per barrel hits record highs
 2008 – Rail America moves headquarters to Jacksonville. Senior management blended with FEC railway.
 2008 – Federal government budget recommendation (House and Senate) includes \$8 billion from general funds to address continual decreasing federal funding for transportation.
 2010-2015 – Miami Intermodal Center (MIC) opens
 2015 – Widening/ Deepening of Panama Canal will impact Florida deep ports and rails

Headwinds, Tailwinds and Trends Exercise – Where are we now?

Mr. Beardall asked members to turn to Tab 9 of the handbook and reviewed the pre-meeting member survey results. He noted that staff organized the survey results into categories only for the purpose of aiding committee members in reviewing the key issues and question raised. Mr. Beardall reviewed each category for comments, clarifications, and concerns and with permission from the Chair, opened the floor for additional suggestions. Below are additional comments provided by committee members on the weakness and challenges (Headwinds), strengths and opportunities (Tailwinds) and trends for rail transportation in Florida.

TAILWINDS

- There is federal funding for new starts

- Growth management initiative provide additional funds for transportation
- The Amtrak Reauthorization bill includes programs that will dispense funds for capital and service projects
- Additional funding for seaport energy infrastructure projects is now available
- There are a variety of successful commuter rail examples outside Florida and across the country.
- State and federal governments are increasingly receptive to the concept of public and private partnerships
- Analysis on how to compute the public benefits of rail investments is now available. This tool can be used to compare and prioritize projects
- There are growing opportunities for dialogue between the public and private sector on transportation mobility needs
- The rise of fuel prices is forcing the public to consider alternative modes of transportation. Fuel prices will continue to rise over the next twenty years
- Palm Beach County has shifted transportation resources initially allocated for highways to fund transit needs

HEADWINDS

- The Strategic Intermodal System (SIS) does not provide additional resources to fund transportation. The SIS redistributes existing resources to fund high-priority projects. New and innovative sources of funding will be needed to fund alternative modes of transportation
- Railroad permitting is a lengthy process. There continues to be difficulty in getting rail projects to move forward, primarily due to environmental requirements. There is a need for a more efficient permitting process
- We cannot favor railroads over highways. Both modes of transportation are crucial for the economic sustainability of Florida
- We should support a seamless transportation system
- There continues to be conflicts between the public and private sectors
- Our transportation investment priorities should increasingly focus on inner-city needs and solutions. Funding allocations for non-highway modes including rail should also increase
- Limited funding is available for intermodal projects. More studies on the benefits of investing in intermodal facilities should be conducted
- The issues facing the Central Florida Commuter Rail plan have negatively affected similar efforts in other areas of the state.
- The Central Florida Commuter Rail experience caused private partners to become less inclined to invest in public projects. The progress in moving forward on this effort and taking advantage of changing markets has been slow.
- We are not allowed to share the regional passenger rail expertise we developed in South Florida with other regions of the state
- There is a need for developing and promoting transportation and economic opportunities at the more regional and local levels

TRENDS

- Floridians should consider alternative fuels such as ethanol for energy consumption. Brazil is interested in importing ethanol to Florida.
- The Committee should investigate those cases where local government are partnering with the state to fund major investments in transportation
- Trends indicate that revenues are decreasing nationwide and in Florida. Moving toward alternatives modes of transportation will further reduce the funding pool to support

transportation needs. The Committee should investigate alternative and innovative funding opportunities

GENERAL INFORMATION

- The Committee should raise awareness on the need to review existing plans (transportation, modal, and growth management plans) to help identify inconsistencies and opportunities, and to eliminate duplication
- The Department should provide key contacts for rail transportation in Tallahassee
- The Committee should investigate where resources such as aggregate mining are located in Florida and the Southeast United States region and identify the most cost-effective way to ship mining products to end users in Florida

Introduction to Creating a Vision of Success for Rail in Florida

Mr. Beardall asked members to turn to Tab 10 of the handbook and briefly described the process for developing a shared vision among committee members. He noted that effective planning begins with a shared vision. A vision can establish the common ground upon which to build a plan for the future and provides a strategic direction while a plan explains how to get there.

Identifying Potential Undesirable Future for Rail in Florida

Mr. Beardall asked members to offer one-sentence answers to the question, “What is a potential but undesirable future for Florida’s rail system?” Members provided the following answers:

- Continued poor planning
- Complete failure of the transportation system
- Inexistent transportation system
- Sprawl from coast to coast
- Conflict on the homeland
- Disjointed incrementalism
- Florida continues to not prioritize where it wants development to occur
- There is no food in the groceries, no jobs in the marketplace and people are unable to access much needed services due to a failed or inexistent transportation system
- Inability to maximize the use of the transportation infrastructure
- The emergence of a technology that makes driving the most cost efficient and environmentally friendly mode of transportation
- A transportation system that does not ensure the safety and security of transportation users

Identification of Desirable Successful Future – Where do we want to go?

Mr. Beardall then asked members to consider if everything went right, what would the rail system in Florida look like in the year 2030? He asked members to respond to one of the two following questions:

- It’s 2030. You have been asked to write a guest newspaper column on the stellar accomplishments of or development in the rail system in Florida over the last 20 years. What would be the headline? What would you say?
- What would you like people to be saying about the rail system in Florida and how it is serving the transportation needs in 2030? What will the state be doing in 2030 differently from what it is doing today?

Members suggested the following:

- The State of Florida successfully implements seamless interconnectivity between all modes
- Florida celebrates the tenth anniversary of the completion of its rail system connecting all urban areas
- Rail revival sparks smart growth
- Rail revival is the engine that leads to the emergence of Florida as a national leader in quality of life and development
- Florida realizes the vision of Flagler, keeps Florida growing and people and freight moving
- Last rail link between Florida cities complete
- Bullet train from DC reaches Miami in twelve hours, on sealed corridor adjacent to dedicated freight and commuter tracks
- Rail happens!!
- We love our trains!!
- Reality therapy – Freight rail, passenger rail, seaports and transit authorities and airports enter Phase I of an implementation agreement for statewide implementation plan
- Yay! Florida exceeds its forty percent reduction in carbon footprint through inter-regional and intra-regional rail using Florida-grown bio-fuels
- National conference on rail transportation uses Florida model as prototype for nation initiative
- Rail has arrived on time! Safety stays on track
- Florida rail system continues to surpass other modes as most economical green transportation
- Florida mass transit system completed – All citizens within twenty miles of service
- Seven regional rail systems connected throughout the state by high-speed rail
- Dependable transportation available to all in Florida
- Florida meets necessary rail freight infrastructure on-time and under-budget
- Rail – How Florida met its growth and mobility challenges
- Florida's rail system plan prophetic but snagged on renewable power generation issues
- Florida transportation plan for 2030 is completed on-time and under-budget
- Expanded access to work, to education, to services for all Floridians, especially those previously with the least access
- Florida is prototyping infill development in its urban areas using a comprehensive planning and development strategy developed on a regional basis
- Florida's political leaders and its public think of public expenditures as investments on behalf of the public
- Emissions goals met (2025)
- Funding the transportation infrastructure that is needed to serve Florida's growing population (around 25 million by 2030)
- Statewide, multimodal, seamless mobility
- State acquires all railroad right-of-way within the state
- A future where when you are driving down a major highway, you also see in the median a rail system
- Local and state officials set aside political interest for the sake of the common good
- Florida legislature passes consumption tax to fund mass transit (Short-term future)
- The highest priorities for moving people and goods are funded regardless of mode
- Florida beat out 25 other state to land large corporate commitment because of its transportation system
- Florida initiates a transit system, maybe pay as you go, coordinated and seamless – works the same in Miami or Tampa, for any local, regional or statewide system. Epass or Sunpass for all modes

- Uniform credentialing for truckers, with the state and between states
- Stigma attached to mass transit needs to change “Mass transit becomes preferred mode for all.”
- The Florida Transportation Commission, elected by the citizens of Florida, passes every five years its plan and the funding for it, which can only be vetoed by the governor
- Last major airline files for bankruptcy (again), as rail regains supremacy
- Airports are generating revenue now
- Through education and awareness, and use of improved technologies, conflicts between vehicular traffic and trains have been eliminated
- 1960s image of individual cars running on rails. We could have that (fixed guideway) run by computer
- Cities in Florida that are like New York in that people don’t have or don’t need cars – or share the

Members also indicated the following:

- The Committee should be looking for ways to make the rail system as productive as possible – there are systems that run without personnel, flexible work schedules, etc. – to minimize the cost of these transportation systems.
- We often talk about transportation needs as if the only place we have unmet needs is in transportation. As we have these conversations, we should have the courage to articulate our vision of rail as part of a larger overarching system that meets the needs of the people of Florida. While transportation is a key element for maintaining Florida’s competitive edge, there are other and important issues that deserve equal if not more attention and where the needs of Floridians have yet to be fully addressed.
- Florida should invest in high cost strategies in the short-term that will produce high-return in the future. This includes supporting a robust and well connected freight and passenger rail system. Historic and current investment strategies have promoted sprawl and inefficient growth management which have proven to be very expensive on the longer run especially nowadays with the ongoing energy crisis and the funding scarcity at the federal and state levels.
- The Department should revisit its current funding policies and allow the sharing of unused dedicated funding between all modes to maximize the benefits to end users.
- There is a need for a flexible process for implementing rail in Florida. A process that looks at issues from both the top-down and bottom-up.
- There is a need to change the current transportation concurrency system which focuses exclusively on roads and produces sprawl.
- New growth management legislation coming from the state will drive much of the transportation investment decisions in both the near- and long-term. Currently, there are incentives for Greenfield development and disincentives to redevelop or infill.

Review of Key Vision Themes and Identification of Key Topics/Issues

Following the visioning exercise, Mr. Beardall and Mr. Montalvo asked members to offer potential key overarching themes that might emerge from their vision of a successful future. Following are the key themes identified by members during the exercise:

- System integration
- Improved coordination between the state and the regions
- Increased public/private and public/public partnerships
- Appropriate funding levels
- Better understanding of economic drivers and cost-benefit considerations. Creation of an environment that provides more choices in response to them

- Consumer affordability
- Florida's private sector competitiveness nationally and globally
- Timely systems implementation
- A Vision that recognizes the reality on the ground, and builds on the state's strengths that are available today
- Shared use of rail corridors to achieve the intended goals of both private railroad and the public sector
- A successful vision through legislative action
- Appropriate land use decisions at the state and local levels.

Following a break, the facilitators reviewed a revised list of potential key vision themes as redrafted by the facilitators and two members of the committee. Mr. Montalvo then asked members to brainstorm on the key issues they wish to address under each key vision theme. The results were as follows:

Increased emphasis on prioritization of rail

- Level the playing field on allocating state dollars to regions
- Investigate all types of passenger and freight rail systems:
 - Commuter rail
 - Light rail
 - BRT systems
 - Intercity
 - freight
- Evaluate the environmental impact of rail investment
- Review growth management, climate change and energy objectives
- Economic impact of rail investments
- Interconnectivity of modes
- Rail Safety
- Cost-effectiveness of rail investment

Maximized use of existing infrastructure

- Transit oriented development
- No free freight
- Adopt technology improvements
- Rail within right of way of other facilities or utilities
- Shared corridors
- Investments to allow compatibility
- Connectivity
- Consideration of private investments
- Leveraging public/public dollars
- Preservation of freight rail capacity without cost to private railroads
- Incentives to even out peak travel times

Better system integration (operations), and coordination (design and project development) – state and regional levels

- Relationship of rail with other modes
- System integration with support from private investors

- Economy of scale
- Technology
- Dialogue between authorities – better planning
- How well coordinated the Strategic Intermodal System with regional initiatives
- Political cooperation
- Smooth transition between modes

Increased private/public and public/public partnerships to improve competitiveness and efficiencies

- Streamlining permitting process. Emulating state clearinghouse process
- Matching funds and requirements
- Economic benefits from rail investments to the state
- Adopt a Fast-Track funding program that would allow public transportation projects that have not been or are under funded to receive priority consideration for accelerated funding in the first year of the Department's Work Program.
- Political and public support
- Transparency of information sharing
- Incentives for creating partnerships
- Appropriate allocation of costs and benefits among partners
- Consideration of private competitiveness

Appropriate funding levels

- Lack of a regional funding sources
- Commit multi-year funding to support rail needs
- Develop mechanism to identify and allocate funding
- Promote short-term investment strategies in rail
- Change the mindset of the public to support rail and mass transit investments. Rail and mass transit should not be expendable.
- Develop a methodology for educating the public on the benefits from investing in rail transportation
- Develop a methodology for identifying rail needs
- Identify new sources to replace or supplement gas tax
- Dedicate sources for matching grants
- Review new starts local funding strategies
- Review existing systems operating funding strategies

Appropriate land use decisions at state and local levels

- Better integration of land use and transportation planning
- Reform the current transportation concurrency system
- Support Regional land use strategies and longer-term visions
- Eliminate State law impediments in order to improve smart land use
- Consideration for conservation lands
- Consideration of alternative structures for coordinating land use and transportation planning

Flexibility to respond to opportunities and changing conditions

- Expedite permitting process
- Support efficient design and build of rail system

- Streamline planning process
- Support flexibility in programming funding
- Promote and support better communication between Florida Department of Transportation modal offices and Metropolitan Planning Organizations

Environmental sustainability – benefit of shifting emphasis to rail

- Measure the carbon footprint of alternative mixes of transportation
- Broaden the spectrum of how we think of environmental impacts
- Look into congestion mitigation strategies

Considerations when addressing all Issues

- Safety and Security
- Energy Policy
- High speed rail policy
- Recommendations and deliberations should be guided by a overarching sense of rail transportation as a means of serving the needs of the public
- Better understanding of the economic drivers, and cost-benefit considerations. Creation of an environment that provides more choices in response to them
- Consumer affordability
- Florida’s private sector competitiveness nationally and globally
- Timely systems implementation
- A vision that recognizes the reality on the ground, and build on the state’s strengths that are available today
- Shared use of rail corridors to achieve the intended goals of both private railroad and the public sector
- A successful vision through legislative action

General Public Comments

The Chair offered all members of the public the opportunity to speak to the group from the microphone. Following are the public comments:

- One member of the public proposed the following 2030 news paper headline column on High speed rail: Supported by a strong local and regional system – passenger rail is much broader than just sharing lines and is looking beyond freight rail lines for opportunities to move people and avoid conflicts.
- How can freight railroads bring back passenger service? There are no monetary benefits currently from investing in passenger rail services not to mention that sharing tracks creates potential unwanted safety risks. Nonetheless, the state should provide incentives to those private railroads that are willing to support passenger rail.
- The City of Lakeland is a well run city of 250,000 citizens with a track record of effective growth management. However under currently proposed passenger and freight rail plans, the city’s quality of life and mobility are at stake. Rail corridors are a valuable asset and Florida is well positioned for both freight and passenger rail. However, we should invest in rail in a manner that supports local communities and does not promote urban sprawl.
- We appreciate the transparency of this group and the opportunity to contribute to the discussion. As we continue to grow in Florida we need to identify new transportation opportunities with minimal impact on our community, especially residential neighborhood. We also need to better understand the consequences of our decisions. For example, the proposed Integrated Logistics Center in Winter Haven and the Central Florida Commuter

Rail system are likely to have significant impact on traffic movement in the region. We that in mind, the discussion should not be focused solely on sharing existing tracks but only identifying opportunities for building new highways and tracks to support economic growth in Central Florida.

Next Steps

In her concluding remarks, the Chair thanked committee members, the public and staff for their participation in, support of, and contribution to the Florida Rail System Plan development process. The Chair:

- Urged members to visit the Florida Rail System Plan website at <http://www.dot.state.fl.us/rail/plandevol.htm>;
- Informed the audience that revised goal statements, guiding principles, and assumptions will be sent to members for additional review and comments;
- Indicated that a meeting summary for this first meeting will be available for review by next Tuesday; and
- Asked members to complete the evaluation form contained in their handbooks before adjourning (see Appendix D for the meeting evaluation summary).

The Chair also asked members to discuss today's meeting and the materials with their respective constituencies prior to the next meeting on August 26 and 27 in Tallahassee.

The meeting was adjourned at 1:30 PM.

APPENDIX A

**Florida Rail System Plan
Rail Stakeholders Advisory Committee Organizational Meeting
Tampa, Florida
July 29-30, 2008**

“If you do not know to which port you are sailing, no wind is a good one.” - Seneca

“What’s past is prologue”- Shakespeare

“I skate to where the puck will be, not to where it’s been.” - W. Gretsky

“The future ain’t what it used to be.” -Y. Berra

Proposed Meeting Objectives

- To review and seek agreement on organizational issues for the Advisory Committee, including process goal statement, principals, roles and responsibilities, work plan and schedule and committee guidelines;
- To receive informational briefings on the context for developing the 2008 Florida System Rail Plan;
- To develop and review key vision themes and identify related key topics and issues; and
- To agree on next steps and assignments for the second Rail Stakeholders Advisory Committee Meeting to be held August 26-27, 2008.

DAY ONE: SETTING THE CONTEXT

- 1:00 Opening Remarks and Agenda Review**
- 1:20 Introductions and Committee Members’ Expectations for Success**
- 1:45 Setting the Stage –Presentations**
- 2:45 Overview of the Proposed Meeting Guidelines and Consensus Building Process & Schedule**
- 3:15 Break**
- 3:30 Review and Refinement of Proposed Rail Stakeholders Advisory Committee Process Goal Statement**
- 4:00 Review and Refinement of Draft Guiding Principles for Rail Stakeholders Advisory Committee Process**
- 4:30 Review and Refinement of Key Roles and Responsibilities in the Rail Stakeholders Advisory Committee Process**
- 4:45 Review of the Plan Process and Schedule**
- 5:05 Government in the Sunshine – Provisions and the Committee’s Process**
- 5:10 General Public Comment**
- 5:25 Review Schedule for Evening and Day 2**
- 5:30 Adjourn for the Day**

MEETING AGENDA

**Florida Rail System Plan
Rail Stakeholder Advisory Committee Organizational Meeting
Tampa, Florida
July 29-30, 2008**

DAY TWO - VISION OF SUCCESS

- 7:30** *Coffee*
- 8:00** **Review Agenda for Day Two**
- 8:05** **Presentation – Long Range Trends in Florida**
- 8:35** **Shared History Exercise – *Where have we been?***
- 9:00** **Headwinds, Tailwinds and Trends Exercise – *Where are we now?***
– Review member surveys
- 9:15** *Break*
- 9:30** **Introduction to Creating a Vision of Success for Rail in Florida**
- 9:40** **Identifying Potential Undesirable Future for Rail in Florida**
- 10:00** **Identification of Desired Successful Future – *Where do we want to go?***
- 11:15** *Break*
- 11:30** **Review Key Vision Themes and Identify Key Topics/Issues**
- 12:30** **General Public Comment**
- 12:45** **Review Next Steps and Assignments**
- 12:55** **Meeting Evaluation Survey**
- 1:00** *Adjourn*

APPENDIX B

Florida Rail Stakeholders Advisory Committee DRAFT WORK PLAN SCHEDULE

STAGE I: ORGANIZATIONAL

May-June 2008

- Advisory Committee appointed
- Consultants briefed; initial efforts related to issue development, data identification and collection; establishment of database/mapping efforts; public involvement activities
- Facilitator(s) work with chair and staff to organize first Advisory Committee meeting, meeting process and seek member input through surveys.
-

Critical Florida Rail Issues Fax-back Survey (to Advisory Committee)

- To identify issues and concerns to be addressed by the Advisory Committee in developing the policy element of the 2008 Florida Rail System Plan.

1. July 29-30, Tampa - 1st Meeting Advisory Committee Organizational Meeting (2 half days)

- Agree on the overall process goal, roles and decision making guidelines.
- Review and seek agreement on principles to guide the Steering Committee
- Receive information/briefings from technical experts relevant to the development of the 2008 Florida System Rail Plan.
- Identify and review major issues to be addressed (starting discussion from members pre-meeting surveys).

STAGE II: INITIAL DEVELOPMENT OF RECOMMENDATIONS

2. August 26-27, Panama City - 2nd Meeting Advisory Committee (2 half days)

- Finalize principles, overall process goal/plan as needed
- Receive background/briefings as needed from technical advisors and consultants
- Develop and refine initial draft recommendations
- Assign ad hoc drafting groups as necessary

Continuous Public Outreach around the state

- Advisory Committee will be briefed and provided public input from the various opportunities throughout the process for public involvement/comment

- 3. September 24-25, Ft. Lauderdale - 3rd Meeting Advisory Committee (2 half days)**
- Review rank and discuss all initial draft recommendations
 - Assign ad hoc drafting groups as necessary
 - Agree on format for final report

STAGE III. REPORT ADOPTION PROCESS

- 4. October (TBD), Jacksonville - Final Adoption Meeting Advisory Committee (2 days)**
- Review single text, rank and discuss all draft recommendations
 - Assign ad hoc drafting groups as necessary
 - Final package/ vote and Advisory Committee Report adoption - 2nd day

December 2008 Phase 1 Consensus Report to Secretary

APPENDIX C:

Rail Stakeholders Advisory Committee Draft Consensus-Building Guidelines

DEFINITIONS

Consensus is a **process, an attitude and an outcome**. Consensus processes have the potential of producing better quality, more informed and better supported outcomes.

As a **process**, consensus is a problem solving approach in which all members:

- Jointly share, clarify and distinguish their concerns;
- Educate each other on substantive issues;
- Jointly develop alternatives to address concerns; and then
- Seek to adopt recommendations everyone can embrace or at least live with.

In a consensus process, members should be able to honestly say:

- I believe that other members understand my point of view;
- I believe I understand other members' points of view; and
- Whether or not I prefer this decision, I support it because it was arrived at openly and fairly and because it is the best solution we can achieve at this time.

Consensus as an **attitude** means that each member commits to work toward agreements that meet their own and other member needs and interests so that all can support the outcome.

Consensus as an **outcome** means that agreement on decisions is reached by all members or by a significant majority of members after a process of active problem solving. In a consensus outcome, the level of enthusiasm for the agreement may not be the same among all members on any issue, but on balance all should be able to live with the overall package. Levels of consensus on a committee outcome can include a mix of:

- Participants who strongly support the solution
- Participants who can “live with” the solution
- Some participants do not support the solution but agree not to veto it.

CONSENSUS GUIDELINES

The Rail Stakeholders Advisory Committee will seek consensus decisions on their package of recommendations for the 2008 Florida Rail System Plan. General consensus is a participatory process whereby, on matters of substance, the members strive for agreements which all of the members can accept, support, live with or agree not to oppose. In instances where, after vigorously exploring possible ways to enhance the members' support for the final decision on a package of recommendations, and the Committee finds that 100% acceptance or support is not achievable, final decisions will require at least 75% favorable vote of all members present and voting. This super majority decision rule

underscores the importance of actively developing consensus throughout the process on substantive issues with the participation of all members and which all can live with.

The Advisory Committee will develop its recommendations and report using consensus-building techniques with the assistance of facilitators. Techniques such as the use of brainstorming, ranking and prioritizing approaches will be utilized. Where differences exist that prevent the Advisory Committee from reaching a final consensus decision (i.e. with support of at least 75% of the members) on a key issue or package of issues, the Committee will outline the differences on the issue in its report.

The Advisory Committee consensus process will be conducted as an open public advisory committee process consistent with applicable law. All meetings of the Advisory Committee and its subcommittees will be noticed. The public will be afforded opportunities for comment and input throughout the process.

The Chair and the Advisory Committee will work with the facilitators to design agendas that will be both efficient and effective. The Advisory Committee chair will be responsible, in consultation with the committee members and facilitator, for proposing meeting agendas. The committee meetings will be chaired by the chair, or in her absence, the vice chair, and the use of a facilitator will enable the chair to participate directly in the substantive process of seeking agreement on recommendations. The FDOT staff and consultants will help the Advisory Committee with information and meeting logistics.

To enhance the possibility of constructive discussions as members educate themselves on the issues and engage in consensus building, members agree to refrain from public statements which may prejudice the outcome of the Advisory Committee's consensus process. In discussing the Committee process with the media, members agree to be careful to present only their own views and not the views or statements of other participants.

CONSENSUS DRAFT DEVELOPMENT

1. The Chair, as appropriate, may appoint drafting work groups, to be chaired by an Advisory Committee member, to seek consensus recommendations for the Advisory Committee's consideration utilizing the Advisory Committee's consensus procedures and guidelines. Drafting groups may meet between or during Committee meetings in publicly noticed sessions to develop recommendations.
2. Committee members may be asked to individually rank each initial draft recommendations from an Advisory Committee drafting work group using a consensus testing scale. Plenary review and discussion of the ranked recommendations will follow.
3. Advisory Committee members in plenary and drafting work group sessions will be asked to address concerns and suggestions in redrafting and refining the recommendations.
4. Redrafted recommendations will ultimately be compiled into a single text for the Advisory Committee's review, refinement and adoption.

APPENDIX D:

MEETING EVALUATION SUMMARY

**Florida Rail System Plan
 Rail Stakeholders Advisory Committee Organizational Meeting
 Tampa, Florida
 July 29-30, 2008**

Proposed Meeting Objectives

| ☺ | ☹ | | | ☹ | |
|--------------|---|---|---|-----------------|-------|
| <u>Agree</u> | | | | <u>Disagree</u> | |
| 5 | 4 | 3 | 2 | 1 | =Avg. |

WERE THE MEETING OBJECTIVES MET?

| | | | | | | |
|---|---|----|---|---|---|--------------|
| • Review and seek agreement on organizational issues for the Committee including goal statement, principles and assumptions, roles and responsibilities, work plan & schedule and committee guidelines; | 9 | 7 | 3 | 0 | 0 | =4.32 |
| • Receive informational briefings on the context for developing the 2008 Florida Rail System Plan; | 6 | 10 | 1 | 2 | 0 | =4.05 |
| • Develop and review key vision themes and identify related key topics and issues; and, | 7 | 11 | 1 | 0 | 0 | =4.32 |
| • Agree on next steps and assignments for the second Rail Stakeholders Advisory Committee meeting to Be held in August, 2008 | 7 | 9 | 3 | 0 | 0 | =4.21 |

MEETING ORGANIZATION

| ☺ | ☹ | | | ☹ | |
|---|---|--|--|---|--|
|---|---|--|--|---|--|

| | | | | | | |
|--|----|---|---|---|---|--------------|
| • Background and agenda packet were helpful | 9 | 7 | 2 | 0 | 1 | =4.21 |
| • Presentations were effective and informative | 9 | 9 | 1 | 0 | 0 | =4.42 |
| • Plenary discussion format was effective | 9 | 7 | 2 | 1 | 0 | =4.26 |
| • Facilitator guided participant efforts effectively | 12 | 5 | 1 | 1 | 0 | =4.47 |
| • Participation was balanced | 9 | 7 | 2 | 1 | 0 | =4.26 |

What Did You Like Best About the Meeting?

- Great Start!
- The committee member interactions and discussions.
- Good first organizational meeting.
- Non-threatening environment - knowledgeable participating members as well as staff/team.
- Variety of opinions.

- Good cross-section of participants on the planning side but hardly anyone from the execution side.
- Good group of people.
- Open minded participation of committee members
- I did see some airing of different viewpoints
- Diversity of representation.
- Format of getting everyone focused on our objective and framework.
- Easy in and out at venue in terms of location and venue size.

What Could be Improved?

- Consider readability of power point slides both on screen and in notebook.
- Careful facilitative ‘nudging’ of certain members who seem to miss the focus at given stages of the process.
- Ensure as next meetings progress to keep focus a little more narrow as we get closer to the end.
- More time available.
- Microphones for tables.
- More people from the execution side. (i.e., contractors, consultants, operators, etc.)
- Some should speak less; some comments were redundant, self-aggrandizing
- More background info on trends, particularly outside of Florida
- Possible outline for future recommending document
- We need more space at our seats. There was a lot of noise next door.
- Room was cold. Rushed conclusion.
- Needed way more time to review headwinds/tailwinds etc. as a preparation document.

Other Comments (use the back if necessary):

- A very good first meeting.
- Include Georgia Port efforts when looking at best practices
- Lots of work ahead.
- I like meeting that I run and struggle in other peoples’ meetings. So take my comments with plenty of salt.
- Need to ensure “Value for Money” prevails by recognizing value of public benefits.
- More elbow room at the table if possible.
- Sometimes hard to hear others