

Florida Rail Safety Coalition Framework



August 2024



**FREIGHT
& RAIL**

[FDOT.GOV/FRSC](https://www.fdot.gov/frsc)

Safety Briefing

- Florida Turnpike Enterprise
Milepost 263
Turkey Lake Headquarters Bldg.
5315 Ocoee, FL
- AED/first aid kits
- Closest hospital
- Safety/tripping hazards
- Active shooter protocol
(run, hide, fight)
- Evacuation route &
predetermined place of safety
- Restrooms/water
- Who is CPR certified
- Medical conditions/concerns



The background is a blue-tinted photograph of a highway. In the upper right, there are traffic lights and a sign that reads: "REPORT A PROBLEM OR EMERGENCY 1-877-235-7245 DOT# 6221571 CTFC A785 64". At the bottom, there are yellow and blue diagonal stripes.

Welcome, Agenda Review & Introductions

Welcome!



Recap of April Kickoff

- Secretary Perdue Highlighted Importance
- Florida Rail Safety Coalition Strategic Plan Topics
 - FDOT Rail Safety Vision and Focus Areas
 - Example initiatives - Rail Safety Tool
 - Additional Safety Programs & Priorities - Rail Safety Inspection Program and Operation Lifesaver
- Breakout groups - Actionable Outcomes based on Focus Areas
- Future Meetings - Tee Up Discussions
 - Who Should be Involved
 - How to Engage Participants



Recap of April Kickoff



What can we do? share best practices, set benchmarks, push the envelope (think outside the box), exroundabout at crossings, low-cost solutions, education, rail safety campaigns, consistency, use data for prioritization

priorities: simplify crossings, closures, QZ's, legislation
assessment of algorithm, crossing reliability



above and beyond standards

FDOT / fed regulations —
need consistent template /
manual development /
implementation

- things currently optional, why not included? often very valid
- how far out → need to look 30 years out for potential conditions / proactive

Rail Safety Video

Preparing a video highlighting rail safety initiatives statewide








Secretary Jared Perdue wants to use this video to promote the Florida Rail Safety Coalition

For use during Rail Safety Week coming up September 23-29, 2024 and beyond



Vision and Overview of Items to Cover Today

AGENDA

-  **CHARTER: SURVEY RESPONSES & RECOMMENDATIONS**
-  **AM BREAKOUT GROUPS – COALITION VISION, MEMBERSHIP, AND STRUCTURE**
-  **RAIL SAFETY WEEK**
-  **PM BREAKOUT GROUPS – COALITION EVALUATION, REPORTING, AND FUNDING**
-  **UPDATE ON RAIL SAFETY TOOL/CROSSING MANUAL**
-  **NEXT STEPS**
-  **FINALIZE CHARTER AND CLOSING REMARKS**

Invitees



**FREIGHT
& RAIL**



SCFE
SOUTH CENTRAL FLORIDA EXPRESS, INC.

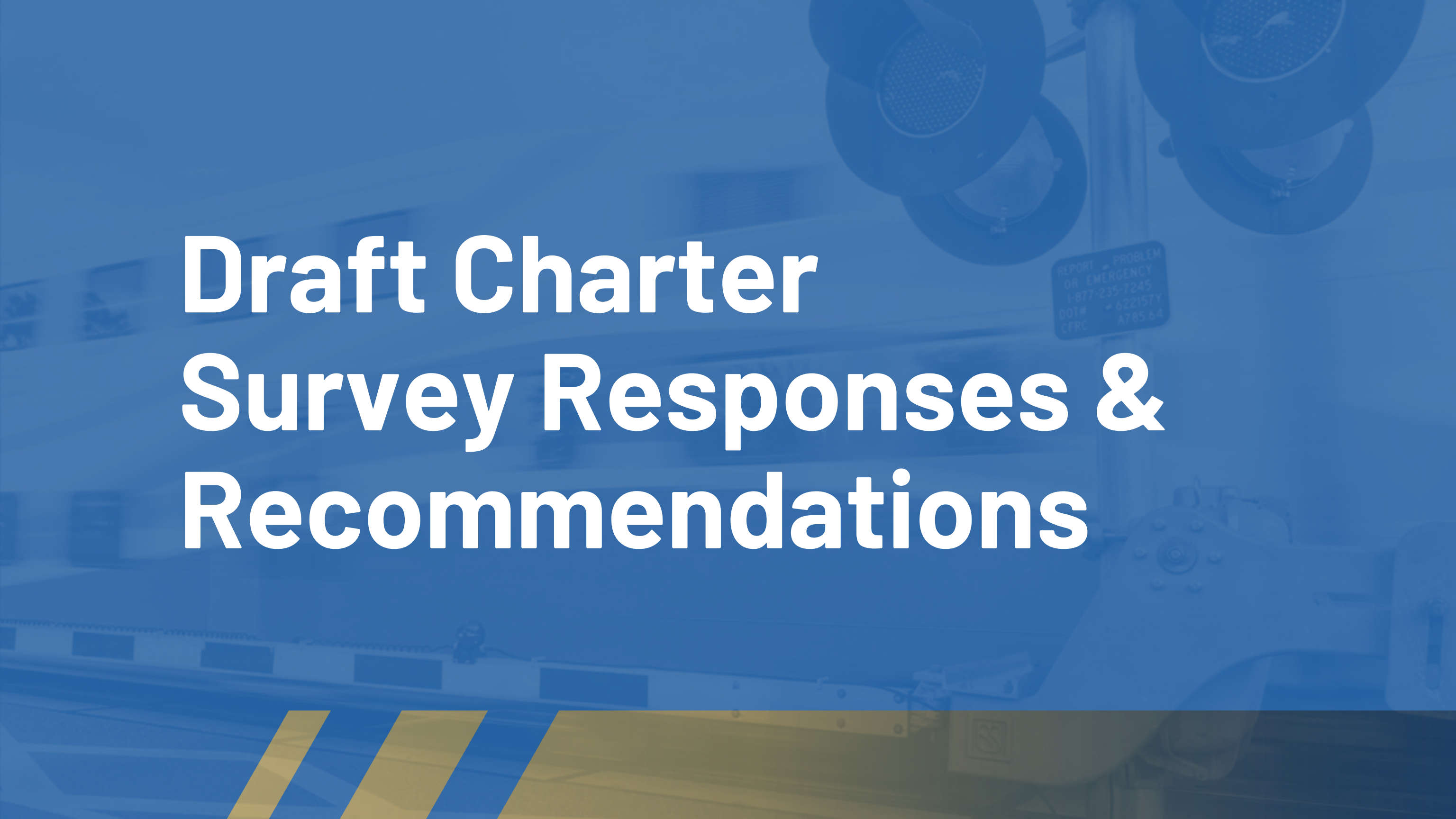


TRI RAIL



brightline



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Draft Charter Survey Responses & Recommendations

Overall

Charter is clear and comprehensive



4.6

Strongly disagree

Strongly agree

Purpose

The Florida Rail Safety Coalition (FRSC) was established in 2024 as an initiative of the Florida Department of Transportation (FDOT) to improve public safety around rail operations throughout Florida.

Recognizing the critical role of railroads in America's economy and communities, the Coalition seeks to address safety challenges through collaboration with diverse stakeholders.



Purpose Statement

Clearly defines the coalition's objectives



Strongly disagree

Strongly agree

Vision

FDOT's vision is to be a national leader in rail safety by eliminating fatalities and injuries involving Florida's railroads. To be successful, we know we have four areas of focus:

- At-grade crossing safety
- Trespassing prevention
- Standards and Technology
- Partnerships



Vision Statement

Vision statement aligns with the coalition's goals



Focus areas should be included in the vision



Focus areas should be revisited periodically



Strongly disagree

Strongly agree

Membership

The FRSC is comprised of stakeholders with an interest in rail safety. Coalition members represent agencies and organizations at the federal, state, and local levels, as well as law enforcement and safety advocacy groups.

The membership of the FRSC shall strive to include one representative from each Railroad, FDOT members from each District and Central Office, law enforcement from various jurisdictions, one representative from each commuter rail, and one representative from each passenger rail. Each organization shall have only one representative participate in voting.



Membership- Contd.

FRSC membership is voluntary, and members receive no compensation for services. All coalition members must be approved by the FDOT Freight and Rail Office.

All potential coalition members will be asked to complete a coalition application before their membership status is considered. Submission of an application does not guarantee coalition membership.

Coalition members serve at the discretion of FDOT. FDOT will review membership applications and may approve membership based on individual qualifications and benefits.



Membership- Contd.

Continued membership in the coalition will be based on:

- Attendance and participation at a majority of the coalition meetings each year.
- Active participation in any assigned FRSC focus areas/subgroup(s).



Membership

Membership criteria is clearly outlined

4.6

Membership criteria is appropriate

4.9

Strongly disagree

Strongly agree



16



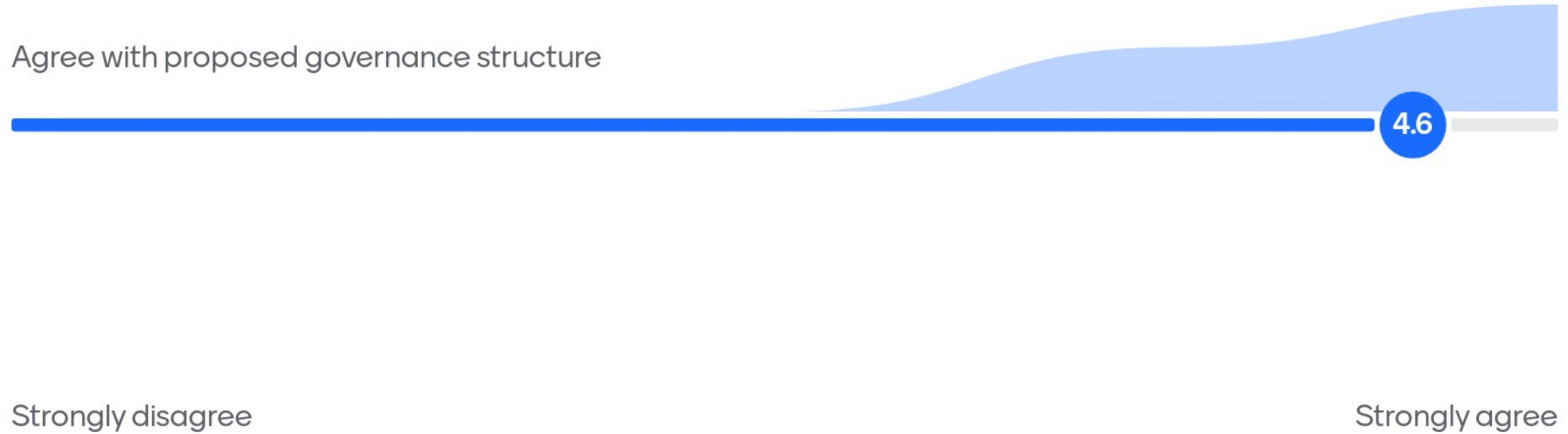
Governance

FDOT oversees the FRSC. The State Freight and Rail Manager shall serve as the Coalition Administrative Director, with the Freight and Rail Office providing leadership and administrative support to ensure the coalition's objectives are met.

The FRSC will strive to meet in person three times a calendar year in the months of February, June, and November. One virtual meeting shall take place in the month of August for the purposes of establishing and coordinating a message for Rail Safety Week.



Governance



Subgroups

The FRSC may establish subgroups to focus on specific areas of work, including:

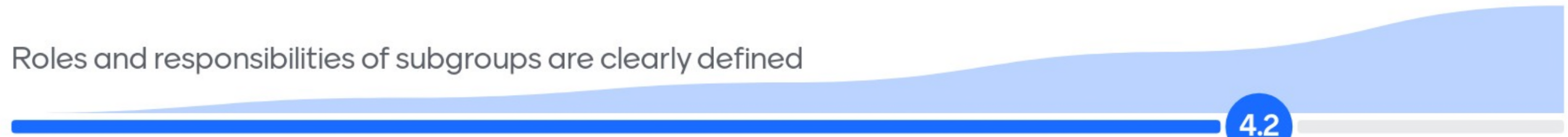
- Policy
- Outreach
- Technical

These subgroups can include representatives from any relevant entity that has an interest in or knowledge of rail safety issues. The champion of each subgroup must be a member of the FRSC. Subgroups may meet as frequently as necessary to conduct their work and to gather information. All recommendations and decisions based on the information collected will be made during full FRSC meetings.



Subgroups

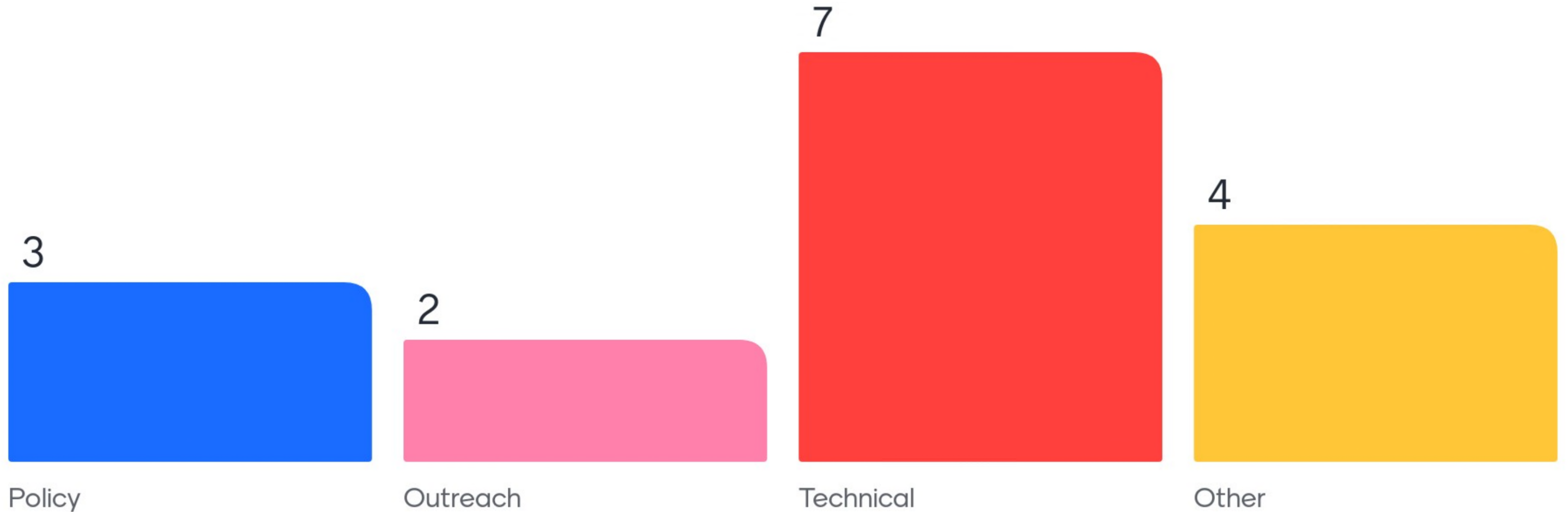
Roles and responsibilities of subgroups are clearly defined



Strongly disagree

Strongly agree

Which subgroup most closely aligns with your expertise or interests?



Who else should be included in subgroups beyond coalition members? Do you have any suggestions for additional subgroups?

MPOAC representative,
local governments

Operations

The group can be expanded at a later time. To get the program(s) going, keep it to the members.

implementation and testing of concepts

Maybe Florida Highway Safety and Motor Vehicles, Department of Education, Department of Health, MADD / other advocacy groups with similar missions, as well as MPO/TPO, County, and City reps as needed.

Local law enforcement leaders, local policy leaders.

Adding new subgroup:
Follow-up & Implementation.

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Morning Breakout Groups – Coalition Vision, Membership, and Structure

Vision Discussion

- Any recommended language tweaks? Why?
- Should the focus areas be included in the vision or distinctly a vision statement and separate focus areas to accomplish the vision?
- Should focus areas be revisited periodically? How often?
- How should focus areas be tied into the development of a Strategic Plan? Will all recommendations be nested under at least one of these focus areas?



Vision Participants

Kelli Phillips
(Discussion lead)
HNTB Notetaker

Kim Holland
Ray Corbitt
Javier Hurtado
Jordan Eady
Dave Dech
Eugene Jules

Debra Chappell
Bob O'Malley
Karen Kuivinen
Scott Willis
Jason Watts
Larren Pruett

Membership/Governance Discussion

- Any recommended language tweaks? Why?
- Should only one participant per organization vote in any consensus recommendations? How should other members of an organization participate in meetings? How should other participants be engaged (all public meetings)?
- Are the targeted months for recurring meetings suitable?
- Does a targeted virtual meeting to collaborate on Rail Safety Week preparations each year make sense?



Membership/Governance Participants

Holly Cohen
(Discussion lead)
HNTB Notetaker

Daniel Fetahovic
Marcus Thomas
Robert Fay
Sarah Stevens
Michael Carman

Patrick Clark
Ana Quero
Michael Pokers
Gabe Matthews
Mike Philpot
Amber Brocki

Subgroups Discussion

- Any recommended language tweaks? Why?
- Subgroups can include participants that are not FRSC members, who should be involved?
- How should participants engage with FDOT to communicate appropriate subgroup meeting topics/agenda items?
- When should subgroups meet? What format (in-person, virtual)?
- What key elements should subgroups report on for each FRSC meeting?



Subgroups Participants

Chris Craig
(Discussion lead)
HNTB Notetaker

Brian Austin
Dave Mixon
Joe Bitar
Derwood Sheppard
Brenda Young
John Dewey

Brian Owens
Matt Schwerin
Michael Lefevre
Robert Bullock
Cary Hiles
Cody McCloud



Break



Breakout Groups – Coalition Vision and Structure

Champions to Report Out
to All Participants on
What We've Heard



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Rail Safety Week

REPORT A PROBLEM
OR EMERGENCY
1-877-235-7245
DOT# 622157Y
CFRC A785-64

Rail Safety Week - FDOT

Proclamation

Press Release

Social Media Package

Internal Materials

Press Release

- Overview published by the FDOT Communications Office on the Newsroom

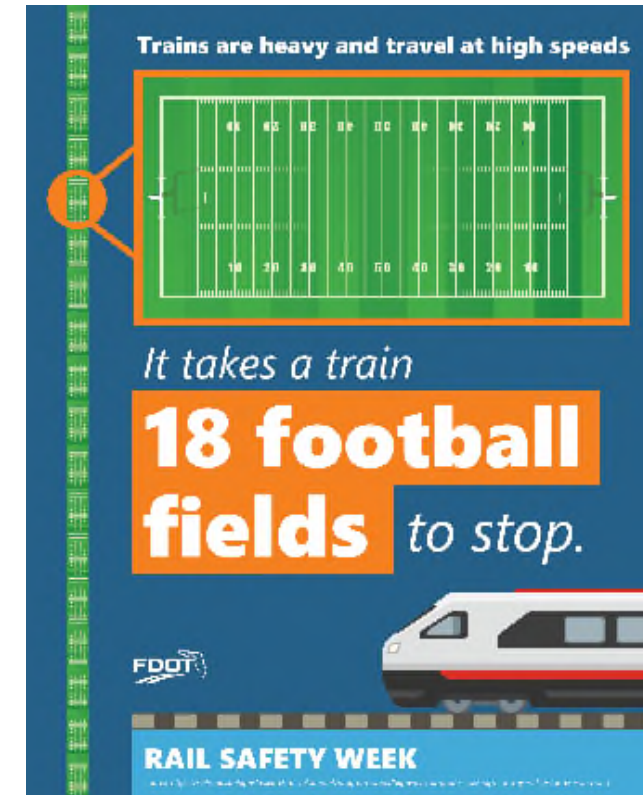
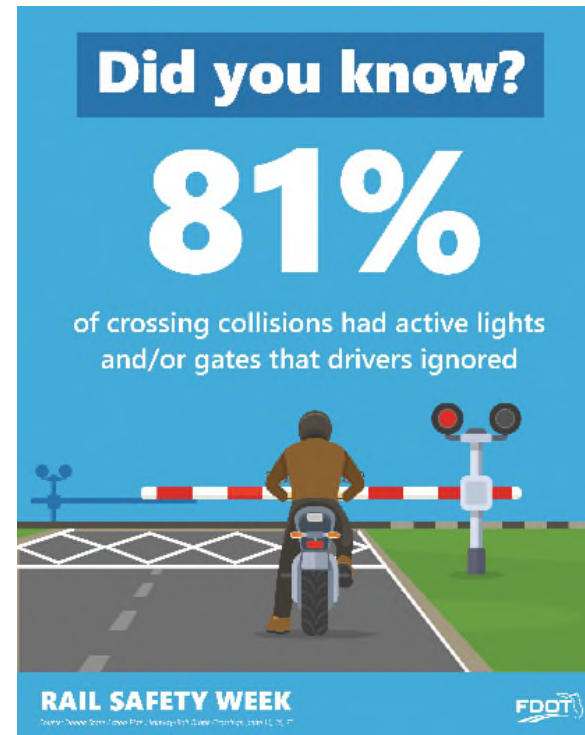


[FDOT.GOV/INFO/NEWSROOM.SHTM](https://www.floridadot.org/info/newsroom.shtm)



Social Media

- Series of posts with variety of messages
- Tags such as #RailSafetyWeek #GoRedDay



Internal Materials

- Make sure message is shared to FDOT employees in addition to external stakeholders
 - Graphics appear on FDOT employee lock screens
 - Internal email on Monday summarizing Rail Safety Week and rail safety tips
 - Internal email on Thursday with a reminder to wear red for Go Red Day and times for scheduled group pictures



Events

- Rail Safety event and Operation Lifesaver training at SunRail
- Rail Safety messages on DTMS signs
- Florida Operation Lifesaver 3-week media campaign for rail safety on ESPN Digital
- Community Outreach events in D1
- Training District employees to become Operation Lifesaver Authorized Volunteers
- Rail Safety table event at D4 office
- Red Out for Rail Safety Event on Friday 9/27



Roundtable

What is your organization doing to promote Rail Safety Week?

How can we help each other amplify those messages?

Lunch

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CFRC A785 64



Afternoon Breakout Groups – Evaluation, Reporting, & Funding

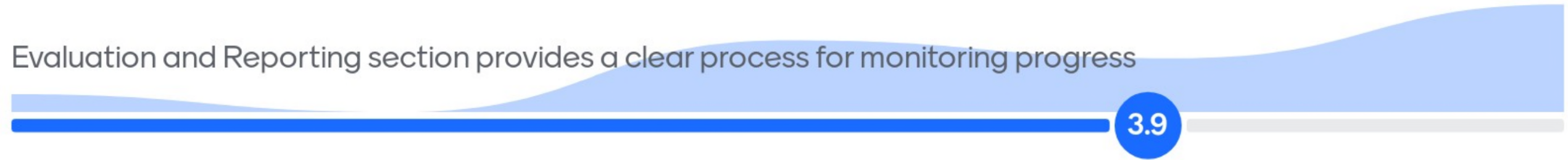
Evaluation and Reporting

The FRSC shall implement a systematic evaluation process to monitor the effectiveness of its initiatives. Coalition Members shall develop milestones to determine progress on action items and subgroup tasks. An annual evaluation report will be prepared by the Coalition Administrative Director, highlighting significant accomplishments, areas needing improvement, and future strategic directions. This report will be presented at the February meeting and distributed to all stakeholders for transparency and accountability.



Evaluation and Reporting

Evaluation and Reporting section provides a clear process for monitoring progress



Strongly disagree

Strongly agree



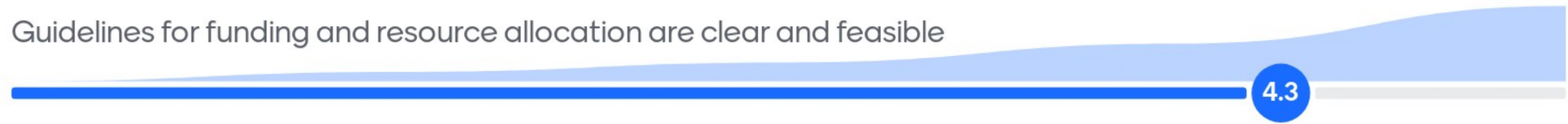
Funding and Resources

The FRSC shall operate without planned external funding, and participation shall be voluntary. Members are encouraged to contribute their expertise, time, and resources to support the coalition's activities, with no expectation of reimbursement. Implementation tasks may be funded on a case-by-case basis.



Funding and Resources

Guidelines for funding and resource allocation are clear and feasible



Implementation tasks should be funded on a case-by-base basis



Strongly disagree

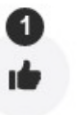
Strongly agree

Do you have any additional comments or suggestions for improving the charter?

Invite multiple Brightline rail safety employees. Their team should have valuable input.

Unless the governor and/or the legislature has given written carte blanche to the coalition, a set of fiscal boundaries is crucial.

A budget is needed. While the secretary has stated that he did not wish to discuss financing, without a clear budget or at least a budget cap, there is no practical way to allocate resources.



Evaluation Discussion

- What specific criteria should we use to measure success?
- How can we ensure the evaluation process is both thorough and efficient?
- How can we ensure that evaluations lead to actionable insights and continuous improvement?



Evaluation Participants

Daniel Fetahovic
(Discussion lead)
HNTB Notetaker

Ray Corbitt
Javier Hurtado
Jordan Eady
Dave Dech
Chris Craig
Eugene Jules

Patrick Clark
Scott Willis
Jason Watts
Robert Fay
Matt Schwerin
Larren Pruett

Reporting Discussion

- What types of reports should the coalition generate, and how often should they be produced?
- What should be the process for gathering and compiling data for reports?
- How do we ensure transparency and accessibility of coalition reports to all stakeholders?



Reporting Participants

Gabe Matthews
(Discussion lead)
HNTB Notetaker

Sarah Stevens
Brian Austin
Joe Bitar
Holly Cohen
Brenda Young
Debra Chappell

Marcus Thomas
Michael Carman
Bob O'Malley
Karen Kuivinen
Amber Brocki

Funding Discussion

- The Coalition has no dedicated funding, what should be the process for recommending and prioritizing specific projects or initiatives?
- How can we establish effective mechanisms for tracking and reporting the use of funds to ensure accountability within the Coalition?



Funding Participants

Kelli Phillips
(Discussion lead)
HNTB Notetaker

Kim Holland
Ana Quero
Dave Mixon
Michael Pokers
Derwood Sheppard
John Dewey

Brian Owens
Michael Lefevre
Robert Bullock
Cary Hiles
Cody McCloud
Mike Philpot

A blue-tinted photograph of a highway interchange. In the foreground, there are traffic lights and a sign that reads: "REPORT A PROBLEM OR EMERGENCY 1-877-235-7245 DOT# 622157Y CFRC A785 64". The background shows a multi-level highway interchange with several lanes of traffic. The word "Break" is overlaid in white text on the left side of the image.

Break



Breakout Groups – Coalition Evaluation, Reporting, and Funding

Champions to Report Out
to All Participants on
What We've Heard



Evaluation and Reporting

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Updates on Rail Safety Tool & Crossing Manual

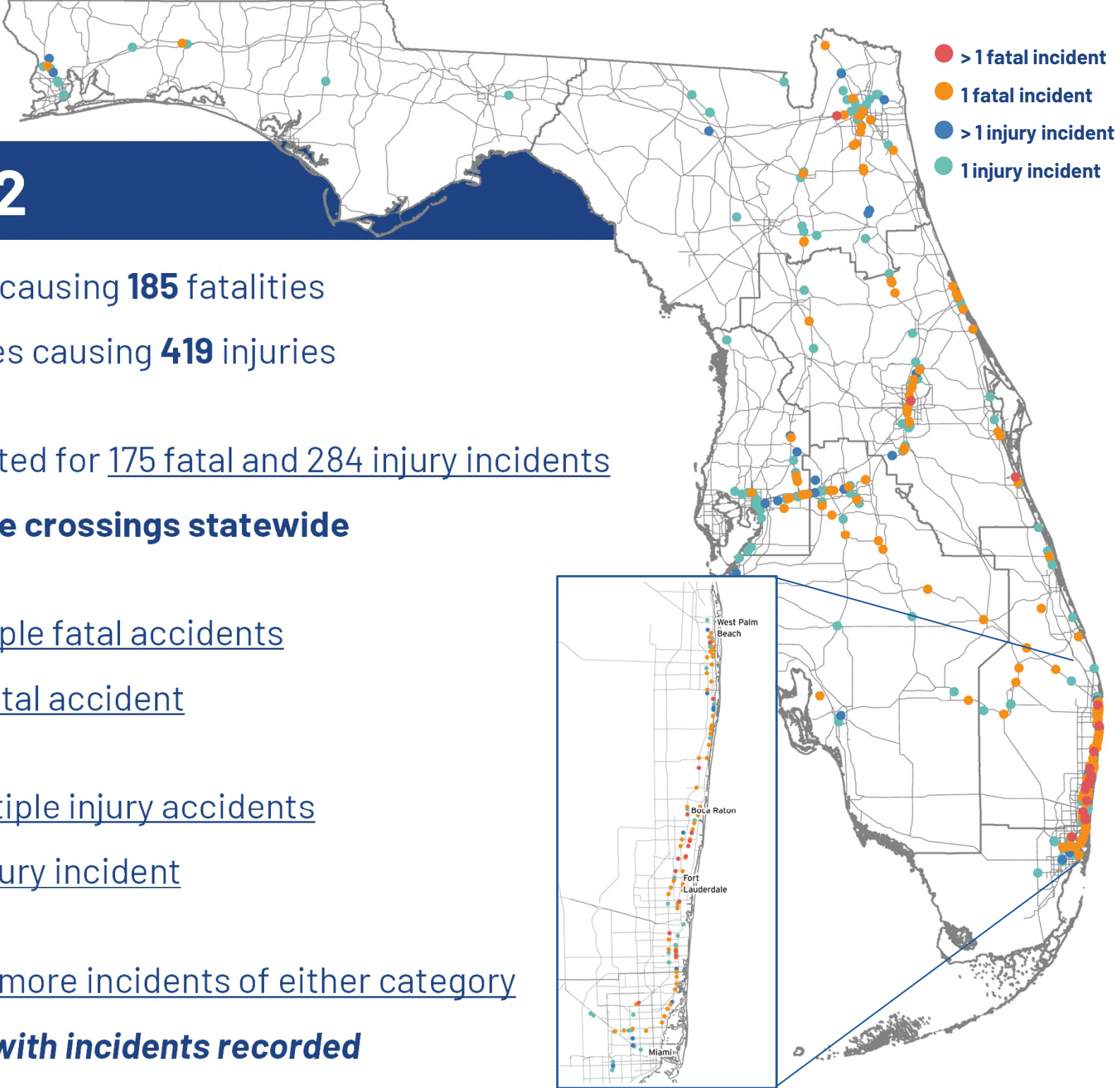
Background



- Rise in crashes at at-grade rail crossings
- Opportunity to showcase Florida's Leadership in Railroad Crossing Safety as a National Model.
- Define the applicable safety countermeasures based on national and state standards
- Charged with creation of design/evaluation aid for safety countermeasures
- Three key components
 - Source design criteria
 - Inventory of existing features
 - Evaluation/measurement of countermeasure effectiveness



Fatal & Injury Incidents



2011 - 2022

175 fatal crashes causing **185** fatalities

284 injury crashes causing **419** injuries

379 sites accounted for 175 fatal and 284 injury incidents

8% of all at-grade crossings statewide

17 sites with multiple fatal accidents

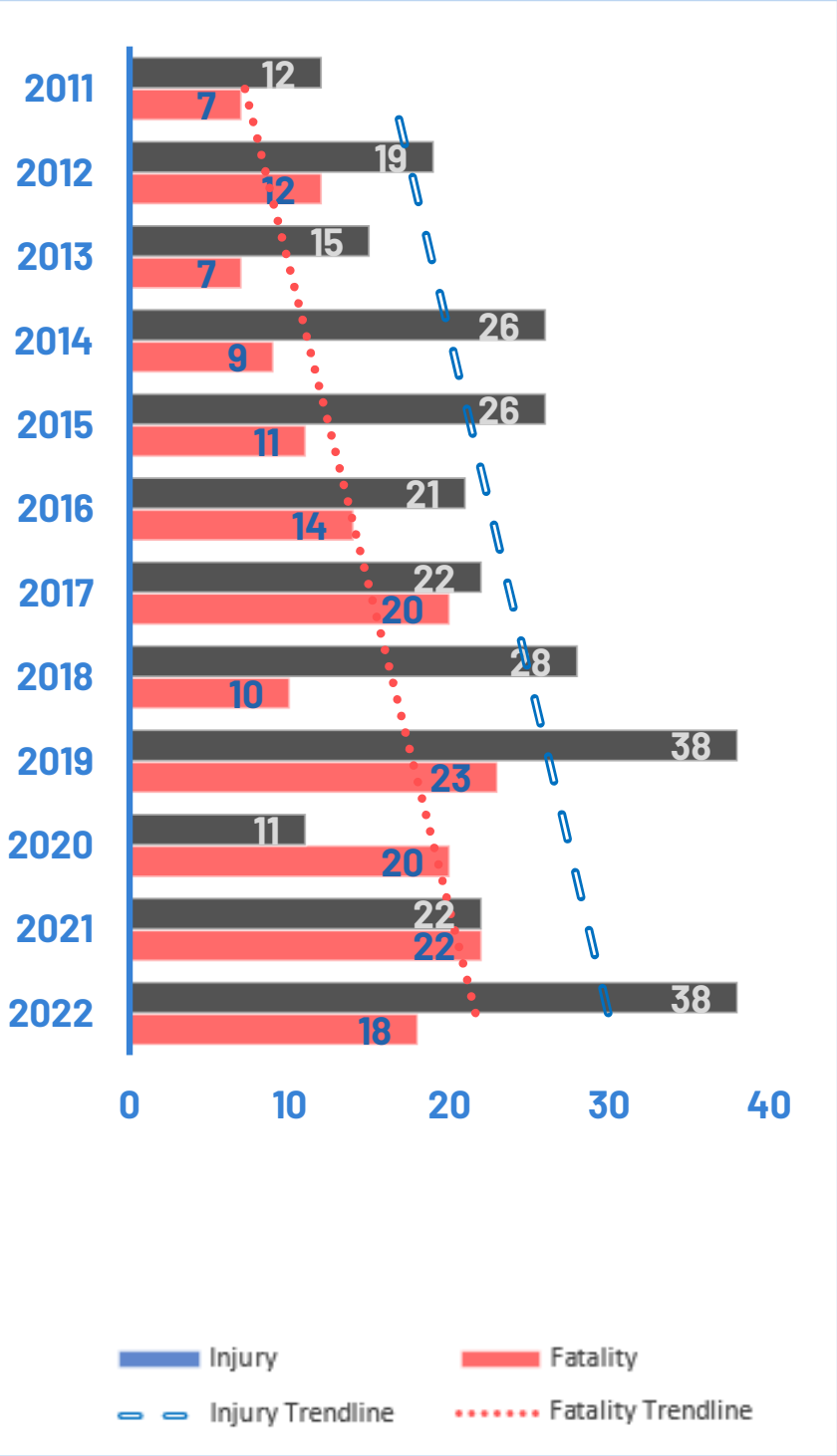
135 sites with 1 fatal accident

46 sites with multiple injury accidents

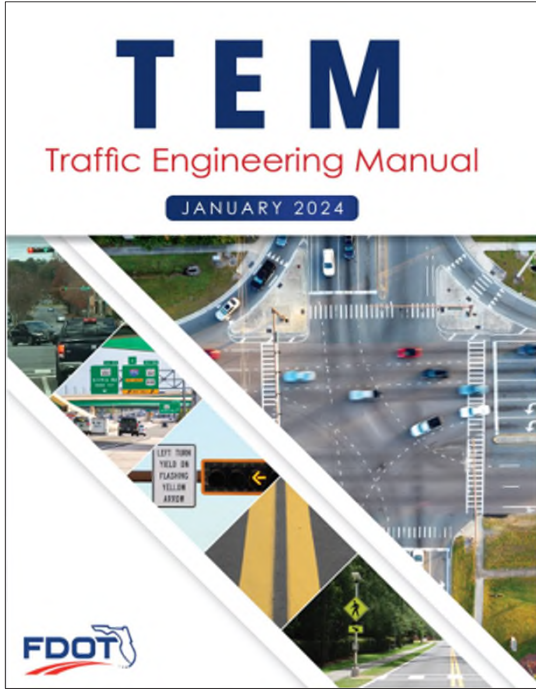
181 sites with 1 injury incident

26 sites with 3 or more incidents of either category

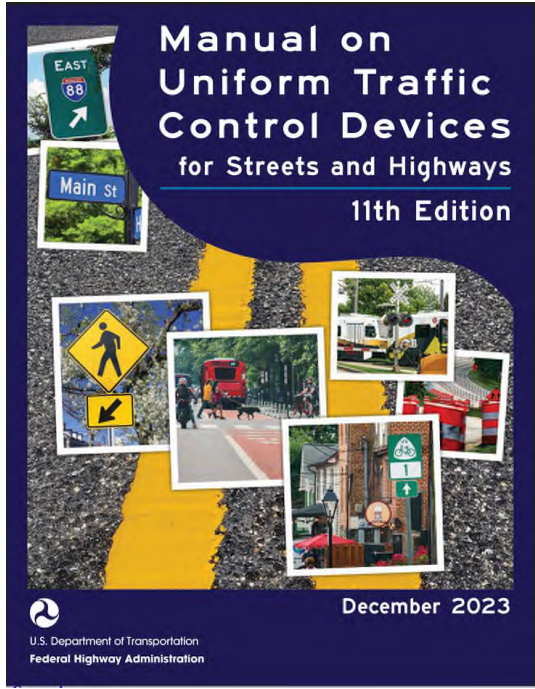
20% of all sites with incidents recorded



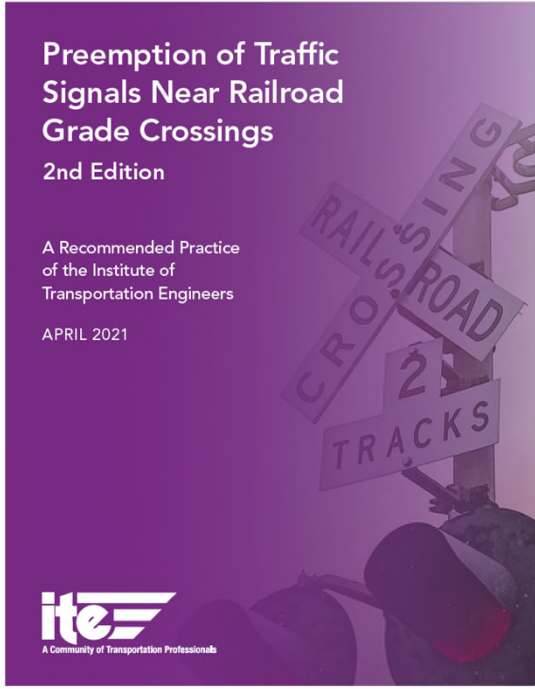
Reference Manuals



Provides traffic engineering standards and guidelines for Florida



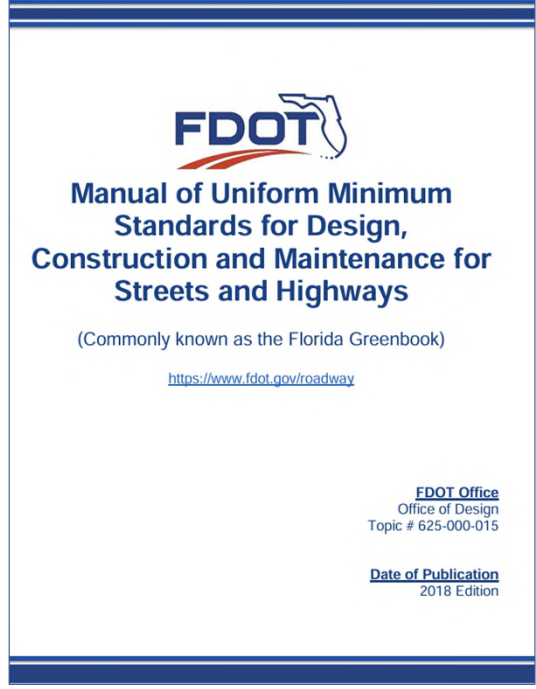
Manual on Uniform Traffic Control Devices with standards for traffic signs, signals, and pavement markings



Technical guidance on preempting traffic signals at railroad crossings



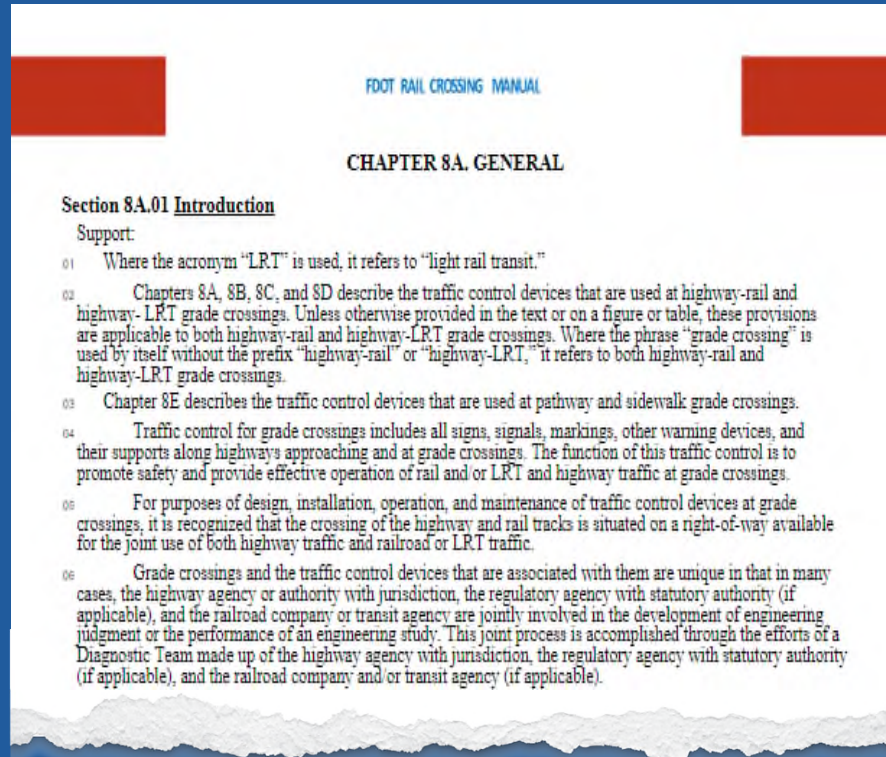
Covers highway design standards and criteria for Florida



Covers the standards for Design, Construction and Maintenance for Streets and Highways in Florida



FDOT Rail Crossing Manual



- The FDOT Rail Crossing Manual will become a comprehensive source document which includes a detailed evaluation matrix and standardized safety protocols to guide the design and implementation of safety measures at rail crossings statewide
- Next Steps:
 - Integration of Draft Higher-Speed Rail Manual content and comment response
 - Schedule "Deep Dive" into criteria
 - Disseminate to FDOT staff for internal review
 - Gather additional input/feedback from external stakeholders



Evaluation Matrix

- The Evaluation matrix features all decision points needed to evaluate existing or proposed crossings and showcases the 66 available countermeasures for safety improvement.
- These are then arranged by facility type and other “triggers” such as rail speed, crossing frequency, and AADT.
- Next Steps:
 - Methodology memo has been developed for Benefit-Cost Analysis for life cycle costs and will be implemented in conjunction with Matrix updates
 - Reconcile with revised content of FDOT Rail Crossing Manual

At Grade Rail Crossing Countermeasures

Facility Types													FDOT: Requirement (R) Enhancement (E)	Base Publication (MUTCD/CFR): Requirement (R) Enhancement (E)	FDOT Rail Crossing Manual (FRCM)	FRCM Section	Countermeasure	Cost	2024 FDM Section	FDM Requirement Modification	FDM Guidance Modification	Innovative Improvements to Countermeasure	Crossing-Existing or Proposed	Roadway Design Speed	Low Grou Clearance
Passive					Active																				
2-Lane Side Street Adjacent to Major Arterial	2 Lane Collector	Interstate Ramp (single/multilane)	2-lane roadway w/roundabout	Multilane Roadway	2-lane collector	Interstate Ramp (single/multilane)	2-lane roadway w/roundabout	Tracks crossing 2 or more hwy approaches at signalized intersection	crossing less than one car length to signalized intersection	multilane highway	urban multilane highway w/left turn lane	Multilane side street adjacent to major arterial													
•	•	•	•	•	•	•	•	•	•	•	•	•	R	R	FRCM	8B.03	Grade Crossing (Crossbuck) Sign (R15-1) at Active and Passive Grade Crossings	Low	N/A						
•	•	•	•	•	•	•	•	•	•	•	•	•	R	R	FRCM	8B.03	Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings	Low	N/A						
•	•	•	•	•									R	R	FRCM	8B.04	Crossbuck Assemblies with YIELD (R1-2) (Default) or STOP (R1-1) (Only if warranted) Signs at Passive Grade Crossings	Low	N/A			Use enhanced sign assemblies with vehicle detection	Existing		

GIS Application

- The Interactive GIS Tool for Rail Crossing Countermeasure Application aligns with the FRCM manual and integrates elements of the Higher Speed Rail Manual to create a comprehensive source document. It includes a detailed evaluation matrix and standardized safety protocols to guide the design and implementation of safety measures at rail crossings
- Next Steps:
 - Develop ranking system
 - Add street view capability
 - Determine means of real time update to other inventory tools
 - Develop reporting capability
 - Integrate life cycle costs into tool

Rail Crossing Conditions

Countermeasure Status: No category selected | Roadway Type: All | Requirement/Enhancement: **Enhancement** | Requirement

Expected Countermeasures (22)

FRCM: 8B.04
Crossbuck Assemblies with YIELD (R1-2) (Default) or STOP (R1-1) (Only if warranted) Signs at Passive Grade Crossings
Field Verified: Expected Feature Not Present
Trigger Conditions: Crossing-Existing or Proposed: Existing, AADT: < 5000, Train Speed: Low

FRCM: 8C.04
Do not place Lane-Use Arrow Markings that indicate turning movements between the stop line for the grade crossing and the tracks
Field Verified: Expected Feature Not Present
Trigger Conditions: Active Track (Y/N): Yes, Passive vs. Active Crossing: Active

FRCM: 8D.16
Downstream queue detection to change downstream signal phase to clear tracks regardless of approaching train.
Field Verified: Expected Feature Not Present
Trigger Conditions: Proximity to Intersection (< 500'): Yes, Active Track (Y/N): Yes, Passive vs. Active Crossing: Active

FRCM: 8C.06
Dynamic Envelope Markings to indicate the clearance required for the train or LTR equipment overhang resulting from any combination of loading, lateral motion, or suspension failure
Field Verified: Expected Feature Not Present
Trigger Conditions: Active Track (Y/N): Yes

FRCM: 8C.05

Rail Crossing #625585F

Crossing Description

Road Name: S Gadsden St
AADT: 252.000000
Number of Tracks: 1
Number of Lanes: 2
Train Speed: 30-30mph (Low speed)
Distance to Intersection: Yes

Crossing Considerations

Active/Passive Crossing: Yes
Quiet Zone: No
Sight Distance Issues:
Pedestrian Features: No
Crossing Duration:

Expected | Verified | Additional | Expected Not Verified

State of Florida, Maxar, Microsoft | Florida Department of Transportation, Freight and Multimodal Operations (FMO) Office | Esri Community ... Powered by Esri



Timeline

- FRCM Reconciliation – 2 months, anticipated 10/31/24
- Matrix Update – anticipated 10/31/24
- Life Cycle calculations – 3 months, anticipated 11/30/24
- Countermeasure GIS tool – 3 months, anticipated 11/30/24
- Final preparation for FDOT statewide roll out December 2024

Safety

Enhanced vigilance through strategic safety measures at every crossing, ensuring a safer commute for everyone.

Workforce Development

Training and developing workforce will enhance skills for on-field testing, boosting the knowledge and capabilities of rail workforce.

Technology

Leveraging technology to streamline communication and enhance efficiency of traffic flow management at congested crossings.

Communities

Developing infrastructure improvements that minimize disruptions and enhance public safety awareness.

Resiliency

Ensuring resilient rail network capable of withstanding challenges, from blocked crossings to adverse weather.

Supply Chain

Strengthening our robust supply chain through strategic partnerships and compliance measures, ensuring seamless operations and safety at every step.

Questions?



Next Steps

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Roundtable

Any comments based on the discussions today?

How will you incorporate recommendations from the Coalition into your organization?

General updates?

Finalize Charter

- Charter Adoption



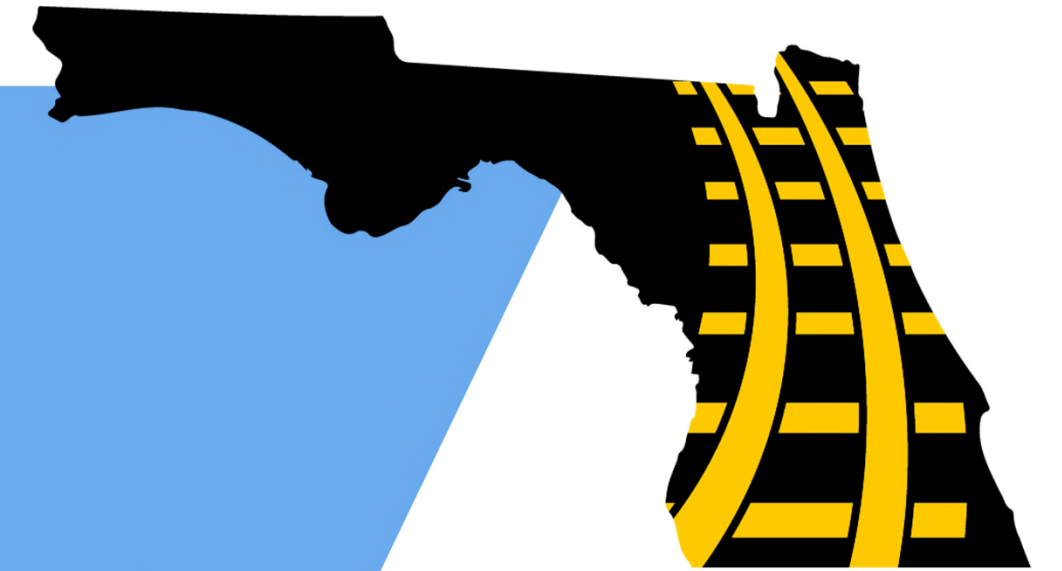
Closing Remarks

opening-closure fatal at-grade injury
railroad-highway involving fatalities blocked
private traffic collisions technology leader sensor
sensible trespassing enforcement railroads families
serious programs communities vision operation
behavior inspection humped one grade collaborate
railroad partnerships around safety
pedestrian public education
injuries queuing standards safe rail florida
smart crossings awareness program partners saving
campaign lives crossing design tracks national
evaluation prevention solutions engineering incidents
engage driver disciplines eliminating helps counseling
suicide



Thank you!

*Kim Holland, PE
Assistant Secretary of Strategic
Development
Florida Department of
Transportation*



**FLORIDA RAIL SAFETY
COALITION**



**FREIGHT
& RAIL**

FDOT.GOV/FRSC