

LAKELAND DOWNTOWN DEVELOPMENT AUTHORITY

RESOLUTION NO 08 01

A RESOLUTION OF THE LAKELAND DOWNTOWN DEVELOPMENT AUTHORITY OF LAKELAND, FLORIDA RELATING TO CSX RAILROAD AND THE PROPOSED INTEGRATED LOGISTICS CENTER TO BE LOCATED IN WINTER HAVEN, FLORIDA, STATING SUPPORT FOR DETAILED ANALYSIS OF ALL IMPACTS ASSOCIATED WITH THE PROJECT, CRITICIZING THE STATE OF FLORIDA FOR FAILING TO FUND AND UNDERTAKE A COMPREHENSIVE FEASIBILITY STUDY TO EVALUATE AND DETERMINE THE MOST EFFICIENT AND COST EFFECTIVE MANNER TO MEET FLORIDA'S CURRENT AND FUTURE NEEDS FOR THE MOVEMENT OF FREIGHT AND PASSENGER RAIL AND VEHICULAR TRAFFIC PRIOR TO COMMITTING TO THE ILC PROJECT, MAKING FINDINGS, PROVIDING AN EFFECTIVE DATE

WHEREAS, the Lakeland Downtown Development Authority (LDDA) of Lakeland Florida wishes to publicly express its position on critical issues involving its constituents interests and

WHEREAS, over time Florida's railroads and the cities they serve have jointly contributed towards the respective growth and prosperity of each other and

WHEREAS, Florida's rail corridors have traditionally been used for the dual purpose of the movement of freight and people which has grown to the point of creating conflicts with vehicular and pedestrian traffic and development which are projected to exponentially increase as the state's population and demand for goods and services grow and

WHEREAS, a proposed development project which will aggregate significant freight rail operations in a nearby Polk County municipality will have far reaching impacts throughout Central Florida including the City of Lakeland and its Downtown area and

WHEREAS, the Florida Department of Transportation (FDOT) has entered into an agreement with CSX Railroad through an appropriation of nearly \$491 million of state tax dollars to support the development of a commuter rail system in the Orlando area the movement of freight trains to alternative lines and the relocation of the CSX Taft Rail Yard to the proposed Winter Haven Integrated Logistics Center (ILC) and

WHEREAS, it is recognized that the Orlando metropolitan area desires to develop a commuter rail system to meet the needs of their current and future populations which is supported by Lakeland as an intermodal transportation system that could serve as an anchor for an I-4 commuter rail system and

WHEREAS, a byproduct of the development of the Orlando commuter rail system involves the relocation of the CSX Taft Rail Yard along with its inherent adverse conflicts associated with concentrated freight rail operations vis a-vis vehicle and pedestrian crossings and

WHEREAS, the extensive freight train operations that will be transferred to alternative lines within the CSX system and the construction of the proposed Integrated Logistics Center (ILC) at the Winter Haven site which has noted transportation infrastructure challenges will shift significant numbers of additional freight rail traffic and its accompanying conflicts to Central Florida cities and urban areas located along the S line and

WHEREAS the de facto utilization of the S line as Florida's Super Freight Rail Highway will devastate the Central Florida cities it bisects as CSX responds to the growing business needs of its customers through projected increased freight train operations with more numerous and longer crossing delays and

WHEREAS the City of Lakeland the Lakeland Community Redevelopment Agency the LDDA and the businesses property owners and residents within the Lakeland Downtown area have made a significant and ongoing investment of time energy and money to recapture restore and revitalize its once declining and still fragile Downtown and

WHEREAS, the LDDA is genuinely concerned about the economic environmental vehicular pedestrian safety transportation and overall community impacts that will be exacerbated with increased freight train traffic proposed to be transferred to the S Line which will split its widely recognized redeveloped Downtown and

WHEREAS, the proposed agreement between the FDOT and CSX Railroad appears to be incremental in nature and does not sufficiently accommodate or plan for the efficient movement of freight commuter rail truck or vehicle traffic throughout Central Florida cities especially along the I 4 corridor and

WHEREAS according to FDOT reports there are presently 100 million vehicle trips on I-4 annually (300 000 daily) which raises legitimate questions regarding the feasibility of future expansion of I-4 as a long-term solution in response to increased future truck and vehicle transportation demands and

WHEREAS, visioning efforts of MyRegion org and Reality Check Tampa Bay have projected that the population along the I 4 corridor will double by the year 2050 and

WHEREAS, in light of the current and projected future population growth and related transportation needs in Central Florida a comprehensive plan should include not only the movement of freight rail but also commuter rail truck and vehicular movements together with consideration of both the resulting operating costs and safety impacts that citizens must bear and

WHEREAS, it would appear that the most efficient methodology to address the current and future needs of Florida its residents its businesses and its visitors would involve the identification of separate corridors for the movement of freight rail without causing considerable adverse impacts to Central Florida cities and utilizing of other exiting rail corridors that traverse Central Florida and I-4 corridor communities for the movement of people and

WHEREAS, the development of such freight and passenger rail regional transportation systems cannot be adequately planned in a county-to-county approach and requires appropriate statewide coordination and

WHEREAS, the Lakeland Downtown Development Authority (LDDA) has grave reservations with the proposed commitment of high levels of taxpayer funds that support the proposed FDOT CSX package without the prior undertaking of a comprehensive state and regional analysis and plan to determine the most efficient and cost effective manner of moving freight rail passenger rail and vehicular & truck traffic through the State of Florida and chiefly within the fast growing Central Florida area

NOW, THEREFORE, BE IT RESOLVED BY THE LAKELAND DOWNTOWN DEVELOPMENT AUTHORITY OF LAKELAND, FLORIDA

SECTION 1 The foregoing findings are incorporated herein by reference and made a part hereof

SECTION 2 The LDDA recommends that the FDOT fund and conduct a feasibility study to identify the most efficient and cost effective alternatives for development of a statewide commuter and intercity rail plan including specific steps projects timelines and required funding for implementation

SECTION 3 The LDDA further recommends that the FDOT undertake a comprehensive statewide analysis of freight rail corridors to identify alternatives for the Super Freight Rail Highway specifically to provide for the routing of freight trains away from existing urban areas and their respective future growth boundaries to minimize conflicts between freight rail vehicle truck and pedestrian crossing movements and related urban development

SECTION 4 The FDOT evaluation should also include an analysis of the impacts of potential deep seaport options along Tampa Bay and Gulf Coast vis a vis the statewide rail system with a detailed analysis of the associated effects on the confluence of the S" and A Rail Lines in Lakeland

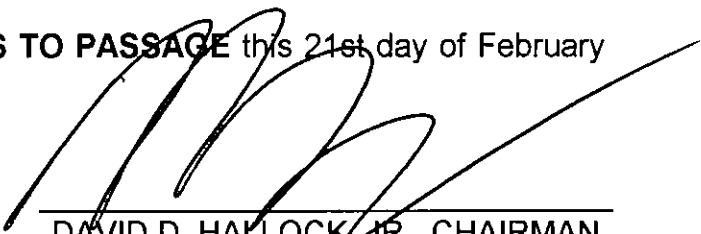
SECTION 5 The LDDA further requests that the FDOT comprehensive study also quantify the full costs and identify associated funding sources that would be required to fully mitigate the impacts of any increased freight rail movements through urbanized areas including safety measures underground or overpass routing noise abatement options and enhanced rail maintenance required to allow trains to move through impacted cities in a more efficient and timely manner

SECTION 6 CSX Railroad as a recipient of substantial taxpayer funds in connection with the proposed public-private transaction is encouraged to participate in a forthright and open dialog with affected communities and stakeholder groups regarding the expected impacts of the overall project including such items as the relocation of the Taft Rail Yard the transfer of freight trains from the A line to the S line (including projected train movements and lengths) transportation and related environmental issues associated with the full build out of the Winter Haven ILC and other related matters and

SECTION 7 Lastly LDDA strongly implores the State of Florida to honor all of its citizens by first completing the above noted comprehensive study with the involvement of affected stakeholders and communities prior to the release of state funds for any construction or land acquisition activities associated with proposed system components to ensure tax dollars are invested prudently in support of a planned and coordinated strategy for the movement of freight and passenger rail on separate corridors

SECTION 8 This resolution shall take effect immediately upon its passage

PASSED AND CERTIFIED AS TO PASSAGE this 21st day of February
AD 2008



DAVID D HALLOCK, JR CHAIRMAN

ATTEST 

ANNE B FURR SECRETARY