

Central Florida Commuter Rail Commission
Technical Advisory Committee

Meeting Minutes

Date: Wednesday, March 3, 2010

Time: 1:30 p.m.

Location: Florida Department of Transportation

Orlando Urban Office

133 South Semoran Blvd.

Orlando, Florida 32807

- Call to Order – TAC Chairman Roger Neiswender called the meeting to order at 1: 40
- Pledge of Allegiance
- Confirmation of Quorum
 - Members in attendance were:
 - Fred Loose, FDOT
 - Tawny Olore, Florida Department of Transportation
 - Roger Neiswender, City of Orlando
 - Jim Harrison, Orange County
 - Allison Stettner, Seminole County for Jerry McCollum
 - John Omana, City of Lake Mary
 - Katrina Powell, City of Longwood
 - Dale Arrington for Michael Pleus, City of DeLand
 - John Sember for Frank Martz, City of Altamonte Springs
 - Charlie Wallace, City of Maitland
 - Don Marcotte, City of Winter Park
 - Tiffany Homler, Osceola County
 - Randy Schrader for Jim Arsenault, City of Kissimmee
 - Lisa Darnall, Lynx
 - David Grovdahl, Metroplan Orlando
 - Karl Welzenbach, Volusia County MPO
 - George Recktenwald, Volusia County
 - Kassandra Blissett, City of DeBary
 - Members not in attendance were:
 - Kristi Aday, City of Sanford
 - Elizabeth Suchsland attended for Ken Fischer, VoTran, but is not a designated voting alternate
- Mr. Neiswender introduced George Recktenwald, who is the designated TAC member for Volusia County replacing County Manager Jim Dinneen

- Agenda Review – SunRail Project Manager Tawny Olore, P.E. provided the agenda review

ACTION ITEMS

1. Adoption of minutes from February 3, 2010
 - Mr. Welzenbach questioned whether Mr. McCollum asked about the Amtrak issue at the Feb. 3, 2010 meeting, which wasn't reflected in the meeting minutes. Mr. Neiswender said that question will be verified. Pending verification the minutes were unanimously adopted.
 - Mr. McCollum subsequently verified that it was Mr. Marcotte who raised the Amtrak question at the Feb. 3, 2010 meeting, as accurately reflected in the meeting minutes.

DISCUSSION ITEMS

1. Chairman's Report – Mr. Neiswender
 - a. Central Florida Commuter Rail Commission meeting update 2-26-10
 - i. Mr. Neiswender said that the Central Florida Commuter Rail Commission met on February 26, and received a briefing by FDOT District 5 Secretary Noranne Downs on the status of High Speed Rail; reviewed the establishment of the Florida Rail Enterprise; and proposed amendments to Interlocal Agreements. Ms. Olore also provided the CFCRC with a project update; followed by a detailed discussion about activities required to advance the project. CFCRC members requested a more technical presentation on HSR from the Florida Rail Enterprise. The Commission also discussed Amtrak, and Chairman Dyer indicated that Amtrak is working closely with CSX to try and resolve their indemnification issues. Chairman Bruno from Volusia County made a motion to change dates in the Interlocal Governance Agreement for the election of officers from 2009 to 2011, and circulate that amendment along with others to local funding partners for approval. Mr. Neiswender said the idea behind that amendment was to keep in place contacts and relationships through the Full Funding Grant Agreement process.
 - ii. Mr. Neiswender said the CFCRC also discussed the need for connections between SunRail, LYNX, LYMMO, Votran, high speed rail and other modes of travel, and that the commission seemed to have a strong interest in promoting maximum connectivity as early as possible. Mayor Crotty was asked to head up the connectivity effort and agreed to do so. He said that Commissioner Henley asked about the involvement of local partners in procurements, as the locals will inherit SunRail after the first seven years of operations and precedents are currently being set with the procurement process. He said Commission

members were very clear about FDOT's responsibilities in the procurement process, but believes a balance can be struck and will work with Secretary Downs to further that effort.

- iii. Mr. Neiswender said that Commissioner Arrington also wanted to ensure that efforts to enhance connectivity didn't delay the implementation of Phase II for SunRail. He also asked that Osceola Parkway be considered for possible connectivity as other alternatives are evaluated.
- iv. Mr. Neiswender said that Mayor Crotty will lead connectivity discussions and that it appears Secretary Downs and FDOT District 5 will take a strong role in subsequent analyses without delaying Phase II of SunRail construction. He said he believed that discussions were progressing nicely.

b. Interlocal Agreements

- i. Mr. Neiswender said that the Interlocal Agreements are going to require modifications. The Interlocal Governance Agreement among the governing partners will be amended for the election of officers. The Interlocal Funding Agreement and Interlocal Operating Agreements describe the working relationship and the financial participation in both the capital funding and the operating funding. Several issues in those agreements have changed, he said. The great news for all of us is that local government partners are not going to have to go forward with Fixed Guideway Bonds for purchase of the corridor, as the state will assume that obligation, Mr. Neiswender said. Another provision addresses cost protections on capital and operating and maintenance costs, capped effectively at 105 percent of estimates. Previously, if costs exceeded 105 percent, local governments would reconvene with FDOT to work out how to move forward. The proposed revisions say that if the 105 percent is exceeded, negotiations would continue. But if FDOT elects to make up the difference, they may choose to do so and fund it through the work program if a partner chooses not to participate in funding the shortfall. That may be perceived as an erosion of protection that local government had, Mr. Neiswender said, but on the other hand, locals have been freed of a major definable obligation in the form of debt service for 20 something years into the future. On balance, it's probably a good and fair and reasonable issue, he said, but it does have to be discussed and brought forward and approved by funding partners because it is different from the original concept.
- ii. The CFOMA agreement and the Contract of Sale between FDOT and CSXT also have been changed for minor cleanup of some dates. The big issue there is reflecting the change in the state legislative action relative to the liability section and the insurance section. These agreements will be subject to further discussion between FDOT and local funding partners, and we hope to have

those drafts acted on by the end of the month. We want to be sure we have a package of revised agreements ready to go for the Full Funding Grant Agreement and for submission to the Surface Transportation Board.

- iii. Mr. Welzenbach reiterated that the agreement revisions are to tidy up the language to bring it more in line with what the Legislature passed in December, as well as the bond issue no longer being a local obligation and to provide for some mitigation for cost overruns that may be the responsibility of funding partners above and beyond the 105 percent.
- iv. Mr. Neiswender added that should someone not step up in the event of a shortfall, FDOT would have the right to make up the shortfall and deduct or allocate funds that would otherwise have gone to that entity as part of the work program.
- v. Ms. Olore said the request for clarification was also in the FTA Final Design letter. There were concerns by the FTA that FDOT had some open ended items regarding what happens if that 105 percent is exceeded. The reason FDOT needs to close that loop is to make sure the FFGA is approved and show that we have the ability to close the funding gap, on both the operations and maintenance side, as well as the capital side.
- vi. Mr. Welzenbach asked about the reference to DMUs or Diesel Multiple Units in one of the amendments, as he understood that SunRail would not utilize DMUs. Ms. Olore said that FDOT purchased with federal money four DMUs, as well as two coaches, that are currently being used by Tri-Rail in South Florida. The DMUs may come back to Central Florida if the Department chooses. She said that Colorado Railcar, which manufactures the DMUs, went out of business, and there have since been some issues trying to get spare parts for those vehicles. At this point, FDOT has not decided whether to bring the DMUs back to Central Florida. At present, FDOT has enough money budgeted for vehicle procurements to supplant the DMUs.
- vii. Mr. Welzenbach said he thought there also was an issue regarding ADA compliance with platform height, which was one of the main reasons that the Department started examining push-pull technology. Ms. Olore said that the main reason push-pull technology was adopted is because Colorado Railcar went out of business. Mr. Welzenbach said he understood that Colorado Railcar was also unable to make low-floor vehicles to meet ADA accessibility requirements. Ms. Olore said that FDOT's original procurement requested 18-inch floors. When Colorado Railcar responded, they indicated they could do that. Once they were selected, they said they could no longer do the 18-inch floor. Then they went out of business and we put out a new procurement for coaches and cab cars. There are currently no manufacturers of

coaches and cab cars that produce an 18-inch floor. As such, FDOT plans to have lifts on the vehicles, and is also proposing mini-high platforms for level boarding at each station as a redundant measure. FDOT is working with FTA now for approval, but there has been precedence set by the Minnesota Northstar commuter rail operation, which utilizes the same ADA compliant technology that FDOT is proposing for SunRail.

- viii. Mr. Neiswender said that he recalled the particular issue was that FDOT requested the DMUs for Central Florida, and they were put to use in South Florida pending SunRail resolution. He said the amendment now gives FDOT the discretion to decide whether they work best with us, or South Florida. The amendment gives FDOT that discretion, whereas before they were coming back. Ms. Olore said that FDOT could move the DMUs back to Central Florida and equip them with lifts. Some already have lifts included. Ms. Neiswender asked whether FDOT District 5 Counsel Fred Loose had anything to add. Mr. Loose said he did not.
- ix. Mr. Neiswender thanked FDOT for being great partners, and for working very hard to keep the project in compliance with federal regulations.

2. Project Update – Tawny Olore, P.E. and Todd Hammerle, P.E.

a. Schedule Update

- i. Ms. Olore apologized that TAC members were not provided a detailed schedule. She said that FDOT is working closely with the FTA on the Supplemental Environmental Assessment (SEA), which is currently driving the schedule. She said that many items hinge on approval of the SEA, including procurements for vehicles, execution of the DBM contract and so forth. Until comments on the SEA are received from the FTA, Public Hearings are held, and Public Comments solicited, any schedule will be immediately out of date. She said that FTA has promised comments by this week, and that FDOT hopes to have a detailed schedule available based on those comments by the next meeting.
- ii. Ms. Olore said that FDOT has a March 31, 2010 deadline to submit to the Surface Transportation Board the CSX agreements, as well as hopefully updated local resolutions. That submission starts a four-month review process with the STB to determine whether they have jurisdictions over the sale of the property from CSX to the FDOT. There is precedence that in situations like these, they do not have jurisdiction, but we do have to go through that process. Once that four-month process is set, then we can close in escrow on the property. That approval is our final check in the box with the FTA to submit all our FFGA materials, attachments and applications. So we're looking to hopefully get STB approval by the end of June or July and close on the corridor

in escrow. That starts a 90-day review process with OMB and a 90-day Congressional review. In the November time-frame, we would then close officially on the property and take over maintenance of the corridor. The FFGA is anticipated at that time, which would allow us to move our DBM contractors into place. FDOT has assured the Federal Railroad Administration that there will be a 60-day transition period, where FDOT will move crews in to start maintaining the corridor and will not have major construction activities going on. We need to ensure that things are running smoothly, before we have a lot of construction vehicles on the corridor. At present, major construction is expected to begin in January of 2011, and that will be a two-year construction window for Phase I. Once all agreements are wrapped up and the FFGA in place, FDOT will start immediately with preliminary engineering on Phase II. When we start operations of Phase I, we start construction on Phase II. So a four-year construction window is planned. A lot of the procurement details that we're doing today, are all being done for Phase I and Phase II, so we don't have to reinvent the wheel again. Operations should begin on Phase II in late 2014-early 2015.

b. Federal Transit Administration

- i. FDOT was supposed to have a quarterly meeting with FTA at the end of February, but the regional administrator had a mishap, so the meeting has been rescheduled for March. In the Quarterly Progress Report prepared for that meeting and included in packets, major accomplishments are recorded. All project documents for the FFGA are being reviewed and updated for submission. And many of the issues we're talking about here today, such as the Interlocal and CSXT agreements, all tie back to the FFGA. FDOT continues to meet with the project management oversight consultant (PMOC) on a monthly basis. The last meeting was February 25, and they will be involved in the quarterly meeting, as well.
- ii. FTA has promised FDOT comments on the SEA by the end of this week. Once that happens, FDOT will immediately start planning public hearings – one in each county. By the end of the month, that information should be available and TAC members will be sent notifications.

c. CSXT

- i. Mr. Hammerle said that FDOT continues to coordinate and meet regularly with CSXT to work through closing and transition issues on the corridor. He said there has been some turnover with CSX personnel, so new folks have been brought up to speed. He said the meetings were very productive, and that staff was working through exhibit details. We know the devil is in the details, but everything

is moving forward and progressing well with plans to take over the corridor in November.

d. FRA

- i. Mr. Hammerle said that FDOT had a very good meeting with the Federal Railroad Administration's Region 4 Administrator, as well as a number of FRA specialists. He said it was productive to show them that FDOT was prepared to take over the corridor and to learn from FRA how others have taken over similar corridors.

e. Procurements

- i. Ms. Olore that that FDOT is working hard on procurements. The DBM is on hold a bit waiting for clarification on the exact impacts of the signal maintenance legislation that was passed in December. Negotiations are underway with the CEI, with a meeting scheduled for tomorrow. Negotiations for Coaches and Cab Cars and locomotives are nearly final, with final selection for a locomotive vendor scheduled for Monday. A best and final offer from Bombardier for Coaches and Cab Cars is expected shortly. Advertisements for the TVM and fare collection systems is slated for the end of March, as is a procurement for an insurance broker. The Public Involvement/Marketing RFP should be advertised in the summer time frame.
- ii. Ms. Olore apologized for failing to introduce a key member of the SunRail team, Joe Antonucci. Ms. Olore said that Mr. Antonucci is with Parsons Brinkerhoff, and was a former COO of the Long Island Railroad. He brings a wealth of knowledge and experience to the SunRail project. As the project moves forward, Mr. Antonucci will be working hand in hand with COO Pete Turrell and will take on a much broader role in the future. Most recently, Mr. Antonucci was on assignment in California. She invited TAC members to introduce themselves to Mr. Antonucci and get to know him better.
- iii. Mr. Neiswender asked what plans were for the paint scheme on locomotives.
- iv. Mr. Hammerle said that FDOT is working with the SunRail logo designer to come up with a paint scheme, as FDOT is proud of the SunRail logo and what it represents. Ms. Olore said that Jim Bockstall, of Bockstall Design Associates, designed the logo and has stayed engaged with the team. He recently received a task order to develop concepts for paint schemes and interiors. As that process evolves, Ms. Olore said that designs will be brought before the TAC for input, as well.
- v. Mr. Neiswender asked about two issues that are outstanding for the Church Street station. The City would prefer to make some improvements in the area while CSX still has jurisdiction and asked for FDOT input on resolving those outstanding issues. Mr. Hammerle said that as soon as the city is ready to go, FDOT will

coordinate with CSX to expedite. Ms. Olore suggested that Mr. Neiswender contact FDOT after the TAC meeting to discuss prior communications with CSX on Church Street issues.

f. Right-of-Way

- i. Debbie Lynch said that FDOT closed on one parcel since the last TAC meeting with a stipulated order of taking. FDOT hopes to close on another parcel Monday and another within 30 days. Three orders of taking are scheduled – one in April and two in May. FDOT is filing suites on three other parcels, one of which is expected to settle prior to a court date. Negotiations are continuing on five other parcels, and the balance involves local government agreements.
- ii. Ms. Olore said the schedule calls for completing right-of-way acquisitions for Phase I by the end of October.
- iii. Mr. Hammerle said that FDOT hopes to do one procurement contract for station finishes, as opposed to two, as right-of-way acquisitions permit.

3. SunRail Connectivity – John Mason and Elizabeth Suchsland

- a. As requested at the last TAC meeting, Ms. Olore introduced John Mason from HDR and Elizabeth Suchsland from VoTran to discuss feeder bus service to SunRail. She said that Mr. Mason has been working with the SunRail team on bus and Commuter Rail operations since 2004.
- b. Mr. Mason said that FDOT started many years ago developing a Memorandum of Understanding with LYNX that set out a general level of service, and needs that would be met for connections to SunRail. That was executed about two or three years ago. FDOT has been working with LYNX very recently and developed some refined plans that I think make for a pretty good feeder bus network in the LYNX area. Primarily it involves a lot of modifications of existing routes to connect to SunRail. In several cases, plans call for relocating some of LYNX's existing transit centers to SunRail centers. In addition, there are a couple of new routes contemplated, as well.
 - i. Sanford: Plans call for relocating the LYNX transfer center from the regional hospital to the SunRail station at Sanford. There would be connections to four routes at this location.
 - ii. Lake Mary/Longwood: A new route is under evaluation. FDOT is examining two options: improve peak period service on an existing route, or implementing a new pick up line route that LYNX operates on two hour notice to schedule trips anywhere within a particular zone. It would provide connections to trips within that zone and connect with commuter rail.
 - iii. Ms. Stettner asked if the pick-up line would be a new route. Mr. Mason said that it would.
 - iv. Mr. Harrison asked for a definition of reservation-based service. Mr. Mason said that in order to use the service, you call LYNX

and can take a trip within a specified area. Ms. Olore said the same concept was been implemented in Oviedo. Ms. Darnall said that LYNX has plans to implement the service in several areas. Mr. Connelly asked whether the service would be weekdays only. Mr. Mason said it would be Monday-Friday, identical to service hours for SunRail.

- v. Altamonte: FDOT is proposing the relocation of the LYNX transfer center at Fern Park to the Altamonte Springs station. That would now serve the Altamonte Springs station with no change in service levels.
- vi. Winter Park: FDOT is proposing an additional transfer center at the Winter Park station as a transfer point for several existing routes that currently operate in the Winter Park area. Mr. Marcotte asked whether those routes are currently located on Denning Drive. Mr. Mason said yes and that the Denning transfer station would continue to exist. Mr. Marcotte said he would discuss with the City Commission prior to implementation. Mr. Mason said that bus connections would be made at stations throughout the line, but the purpose of the presentation was to highlight major changes. Ms. Olore said that each station will be served by buses.
- vii. Sand Lake: Mr. Mason said a number of major connections would be implemented at the Sand Lake Road station, including a new transfer center on the south side of town. Existing LYNX buses also would provide limited stop service from Kissimmee and Osceola County. Mr. Harrison asked about individual bus routes, and Mr. Mason said they were all local. He said the 111 route operates to the airport. Mr. Harrison said that was a critical regional connection. Mr. Mason said there will be frequent connections to the airport and to I-Drive. Mr. Harrison asked for more information on that particular route, and requested an additional meeting to discuss adding express service and perhaps renaming the route. Mr. Neiswender asked whether the 111 route stops at Florida Mall. Ms. Darnall said that the route was funded by Disney and is the cross town route that ultimately serves Disney, as well as the Florida Mall and I-Drive area. Mr. Neiswender asked whether it was funded by Disney mitigation dollars, and Ms. Darnall said that was correct.
- viii. Ms. Olore stressed that the route changes are what FDOT and LYNX believes make sense currently. Between today and when SunRail revenue service begins operation, LYNX may make other changes based on financial considerations. As we move forward, we will modify those plans as we need to. That's why there are rubber tires on buses. Once service starts up, and we find things work well and others don't, there will be an effort to sit down with LYNX and make additional changes as circumstances dictate.

- ix. Mr. Neiswender requested a meeting to discuss Orlando connectivity, and additional opportunities within city limits. City officials get many questions from folks in College Park and elsewhere about potential connections and providing good access to the SunRail system. Mr. Mason stressed that the presentation only included significant changes, but that every single station will have some bus service.
- x. Ms. Olore offered to set up individual meetings with those jurisdictions that would like additional information. She suggested that meetings be held within a specific time frame, so that Mr. Mason can travel efficiently from Atlanta to attend. LYNX and Votran would be involved in those meetings, as well.
- xi. Ms. Suchsland said that the Votran operations team is very excited about taking planning documents off the shelf to move toward implementation. She stressed, as well, that the plans are Votran's first draft. As conditions change, and we move forward, we expect to make tweaks. Votran also signed a MOU with FDOT and we've agreed to several key points, including the frequency of service and hitting major stops that are important to support SunRail.
- xii. Ft. Florida Road: Votran's Route 20 express from Ft. Florida Road travels the 17-92 corridor into DeLand. There will be a stop at the DeLand Intermodal Transfer Facility. This will be a new peak service for Votran on a 60 minute frequency timed to match the train at the station.
- xiii. Route 21 express will operate in peak periods, at 60 minute frequency Monday-Friday, hitting major destinations such as Dirkson Drive Park and Ride lot, Dirkson Lakes Shopping Plaza and other areas.
- xiv. Route 23: Current route would be extended to Ft. Florida Road. It operates all day long, Monday-Saturday. Adjustments will be made so that it doesn't serve the DeBary station on Saturdays.
- xv. Votran has already ordered 3 buses and one spare for the project and anticipates delivery this summer.
- xvi. Ms. Joanne Counellis asked whether the 45 bus line will still operate in Lake Mary. Mr. Mason said the new pick-up line will be in addition to the 45 service. Ms. Counellis asked if the 45 would operate Sundays and Holidays. Mr. Mason said the pick-up service would only operate M-F, and that bus riders would have to rely on other service for additional frequency. Ms. Counellis said she was excited the 45 would operate on weekends, but Ms. Darnall said that no additional service days were planned for that line.

COMMITTEE MEMBER COMMENTS

There were no committee member comments.

PUBLIC COMMENTS

There were no additional public comments

NEXT MEETING

The next meeting was scheduled for Wednesday, April 7, 2010, at 1:30 p.m. at the FDOT Orlando Urban Offices, 133 South Semoran Blvd., Orlando

ADJOURNMENT

The meeting was adjourned by unanimous consent at 2:34 p.m.