

Central Florida Commuter Rail Commission  
Governing Board

**Meeting Minutes**

**Date:** Friday, April 18, 2011

**Time:** 3 p.m.

**Location:** METROPLAN Orlando  
315 East Robinson Street, Suite 355  
Orlando, Florida 32801

- Call to Order – Chairman Buddy Dyer called the meeting to order at 1:30 p.m.
- Pledge of Allegiance
- Confirmation of Quorum
  - Commission Members in attendance were:
    - 1) Commission Chairman Buddy Dyer
    - 2) Commission Vice Chairman Teresa Jacobs
    - 3) Commission Secretary Carlton Henley
    - 4) Commissioner Frank Bruno
    - 5) Commissioner Brandon Arrington
  - No Commission members were absent
- Agenda Review – FDOT District 5 Secretary Noranne Downs
  - Secretary Downs provided the Agenda Review

**ADOPTION OF MEETING MINUTES**

1. Adoption of January 28, 2011 meeting minutes – Chairman Dyer
  - a. The meeting minutes were approved unanimously.
- Chairman’s Report – Chairman Dyer
  - Chairman Dyer thanked Commission members for clearing their schedules for the meeting, so that several actions items on the agenda could be addressed by the Commission. He noted the continued, incredible community support that SunRail continues to enjoy in Central Florida. From the governmental entities, to the civic entities, to the business community – the outpouring of continued support is incredibly important as we continue to move through the Governor’s review of SunRail, Chairman Dyer said. One of the items that the Governor is considering is community support – and it’s important to demonstrate community support.
  - Chairman Dyer said he recently had an opportunity to travel to Salt Lake City with the business community and other Commission members, and found it quite informative. The trip lasted about 48 hours, and was packed

with activities. Chairman Dyer said that Salt Lake City is a great example of what transit investment can do to a community. Salt Lake has both a light rail system that runs downtown, and a commuter rail system that goes out into the region. Anybody that says that transit only works in New York City and Washington, D.C., and that it has to be a very dense area to be successful, needs only to travel to Salt Lake City to be proved wrong, he said. Chairman Dyer said that the Salt Lake City arena was built without adequate parking, for example, and before the introduction of the downtown light rail system, parking was a big problem. Now, a large percentage of people who attend events at the arena travel there by rail. The Commuter Rail system also has generated quite a bit of transit-oriented development, Chairman Dyer said. Every stop had some sort of transit-oriented development around it. The University of Utah, for example, has four stops on that line, with a student body of about 26,000. Our current University of Florida President, Bernie Machen, was the President of the University of Utah when they were building commuter rail and he insisted upon having those commuter rail stops. Similarly, they had a tremendous parking problem on campus. Once they opened the commuter rail line, about one-third of their student population and faculty now travel to the university on commuter rail. They have actually now converted some of the overflowing surface parking lots into new buildings on their campus.

- Commissioner Henley echoed Chairman Dyer's comments. He said that a great many projects were underway in Salt Lake, and that the same opportunity exists here in Central Florida.
- Commissioner Arrington said that with improved transportation infrastructure, there are obviously new opportunities for development. That's what happened in Utah, in the small town communities and also in the middle of downtown Salt Lake. The new development was there, and the increased tax base was there
- Chairman Dyer said that the Governor of Utah, a conservative, addressed the group and is a huge proponent of their rail systems. Their rail system didn't happen overnight. Like Central Florida, it was through persistence that they got it done, Chairman Dyer said. They had one little advantage: They had a catalyst to get it done – the Winter Olympics. But we will get it done without having the Olympics here. Chairman Dyer thanked Jacob Stuart for hosting the trip.
- Chairman Dyer said that he met with Gov. Scott on April 5<sup>th</sup>, and had met with the governor previously on High Speed Rail. Chairman Dyer said that the SunRail meeting went much better – it was like night and day, he said. He said the governor was interested in three aspects of SunRail: Ensuring widespread community support; that local governments fully understand they are responsible for operations and maintenance costs after 7 years (which Chairman Dyer said all local governments have committed to doing, are contractually bound to do and are statutorily bound to do); and re-emphasizing the public prioritization of transportation projects through

Metroplan Orlando and the Volusia TPO. Chairman Dyer noted that the region prioritized transportation projects, and made SunRail the number one priority for the region.

- Chairman Dyer said that he is asking the commission today to sign a letter that will be forwarded to the Governor, along with 80 additional organizations that have signed resolutions of support, an explanation of local government, interlocal agreements and statutory obligations associated with the project, and the local government transportation prioritization process.
- Chairman Dyer said that Mayor Jacobs had also met with the Governor.
- Mayor Jacobs said she had very similar conversations with the governor. She said that the governor views SunRail as a very different project, and that community support is very important. He also expressed concern about the potential for cost overruns. Mayor Jacobs said that the acting secretary for FDOT attended the meeting, which was helpful. She said he seemed to have a very good handle on the project.
- Chairman Dyer said that the letter and back-up information will be subject to any additional input from the board. In the interim, Chairman Dyer said that the EDC, the Central Florida Partnership and the business community in general continue to press their support of SunRail. On Friday, a group of CEOs will be traveling to Tallahassee to meet with the governor, as well. Chairman Dyer noted that Congressman Brown and Congressman Mica were expected to join the Commission meeting, as well.
- Chairman Dyer recognized Congressman Mica, and asked him to comment on a resolution to U.S. Department of Transportation Secretary Ray LaHood that was pending on the agenda. The resolution has been drafted to express the Commission's intent to support Congressional action sooner rather than later on the Full Funding Grant Agreement for SunRail. Chairman Dyer said that the Federal Transit Administration has finished its review of the grant agreement; and that Congress has 60 days to review once it is submitted. The Commission is requesting that the review go forward and be conducted concurrently with the governor's review.
- Chairman Dyer also told Commission members that a CD of Central Florida Spotlight, a show that was aired on WFTV and featured SunRail, was included in packets. He said that Aaron Gorovitz with the Lowndes, Drosdick, Kantor and Reed law firm did a great job advocating on behalf of SunRail. He was well-informed, had the facts, and was not reluctant to set his opponent straight if he attempted to misrepresent the facts. Chairman Dyer thanked Charlie Williams and the League of Women Voters for their assistance on the program.

### **PRESENTATIONS**

1. Central Florida Partnership – Jacob Stuart
  - a. Community leaders' recent trip to Salt Lake City

- i. Mr. Stuart said he was representing a group of civic and business leaders who are very much in support of creating a better community, and the way we want to achieve that is by supporting SunRail. Mr. Stuart asked the audience to stand if they were in support of SunRail, and wave to the commission. Mr. Stuart explained the business, civic and government concepts behind the Central Florida Partnership. He said that the Partnership has convened a task force of civic, business and government leaders on the Core Strategy team, which has been broken down into several sub-groups, to advocate on behalf of SunRail, to provide information and to correct misperceptions.
- ii. Mr. Jacobs said that Mark Wilson, the President of the Florida Chamber of Commerce, planned to address the Commission by teleconference, but technical difficulties prevented Mr. Wilson from speaking. Mr. Stuart said that Mr. Wilson's message was about defining a new direction for Florida. That is why there is proper concern about the governor's decision with regard to SunRail, because the status quo is holding tight to failed policies. What we have to do is chart a new course. And it starts right here, in the City of Orlando. Mr. Stuart said that the Chamber is looking to the governor and the Commission to lead the state in a different direction so that we can compete on the global stage. This is a huge decision for Florida, and I for one am delighted that you are leading this effort, Mr. Stuart told commission members.
- iii. Chairman Dyer asked Mr. Stuart to convey the Commission's thanks to the Florida Chamber because SunRail is not only important to the region, but to the state as a whole.
- iv. Chairman Dyer introduced Rep. Mica, and asked that he talk about the significance of the resolution to U.S. DOT pending before the Commission. Chairman Dyer noted that the audience was larger than normal at the meeting, and that he would be remiss if he didn't let audience members know of Rep. Mica's involvement in SunRail. Chairman Dyer said that Rep. Mica is acknowledged in Congress as probably the most knowledgeable and ardent supporter of rail transportation in the country, has been our congressman for 19 years, and has done tremendous service for the citizens of Central Florida. He said that there aren't two members of Congress, Democrat and Republican, who are more different, personality wise, philosophically and politically, than Rep. Mica and Rep. Corrine Brown. But there aren't two better members in terms of working together across party lines for the good of their community. He said that Reps. Brown and Mica have been exceptionally perseverant in terms of their work to get SunRail done. He said that Rep Mica was an original champion of light rail for Central Florida, as well, and that the community was not going

to let happen to SunRail what occurred with light rail. Chairman Dyer thanked Rep. Mica for his contributions to the community.

- v. Rep. Mica thanked Chairman Dyer and the Commission. He said he has been extremely busy working on the nation's transportation agenda in his position as Chairman of the House Transportation and Infrastructure Committee. But in our own back yard, we really do need to get this project done. He said that shortly after he was elected, he met with community leaders to try and improve transportation in the region with the introduction of light rail or commuter rail. Rep. Mica said it is the future economic lifeblood of the community, especially for the core here, because it just gets so congested. You see reports where you can't get around and it's becoming increasingly expensive to do business. And the goose that laid the golden egg – tourism – people come here and they don't want to sit in 90 degree weather and be stuck in congestion. Rep. Mica said he appreciates what the Commission is doing to advance SunRail.
- vi. Mr. Mica said that he met with the governor this past week, and that he and Rep. Brown also met with the governor. In addition, the governor attended the Florida Congressional delegation meeting in Washington. He said that the governor expressed concern about whether the local governments were committed to the project, were willing to step up to the plate, and were willing to take over the operations and maintenance expenses after 7 years.
- vii. Rep. Mica said that the commuter rail project was actually started at the local level, and was transferred to the state. He said he believes that everyone understands it will revert back to the local entities. He said he travels throughout the country and doesn't see too many projects with as much support as SunRail has generated. All projects have their controversies, and many have referendums. He said he provided the governor with as much information as possible, and deferred to the Commission. He said it was very important for the Commission and others to let their feelings be known to the governor, as well as the impact that SunRail will have on the community, within the next month or so.
- viii. Prior to meeting with the governor, Mr. Mica said that FTA Administrator Peter Rogoff called him and said the FTA had completed their review of SunRail, but that he didn't want to send the Full Funding Grant Agreement to Congress or to Office of Management and Budget, as he was concerned about the impact of the governor's review. As a courtesy, Mr. Mica said he had his staff contact the governor's staff to ask whether the FFGA should be submitted to Congress – because we didn't the governor or anyone else to say there wasn't adequate time to complete their review. The governor's staff said it was OK to submit the FFGA to Congress and Rep. Mica later confirmed personally with the

governor, who agreed. He said that the resolution before the Commission will help to reaffirm local support of the project with Congress, and with OMB, as well. He said the resolution is well timed and will help tremendously.

- ix. Rep. Mica advised the Commission not to send e-mails, but to provide the governor with as much information as possible. He said that the governor was not a politician, but a businessman, and he looks at this strictly as a business deal and how the taxpayer is treated – which Mr. Mica said he thought was a responsible position. He urged Commissioners to honor the governor's point of view, respect it, and provide him with the data he requests to back the project up.
- x. Mr. Mica said that OMB is expected to finish its review of the FFGA this week, and then it will be submitted to Congress for a 60-day review period. Mr. Mica said he can contract or expand the review period as needed, working with Rep. Brown. Rep. Mica said he has been very fortunate to have a good working relationship with Rep. Brown. He said that Congress will be ready to approve a Full Funding Grant Agreement as soon as the governor signs off on SunRail.
- xi. Rep. Mica stressed that Congress has recently approved far more expensive transit projects, including a \$5.2 billion rail extension from Washington to Dulles International Airport, which is under construction now. The Second Avenue subway in Manhattan is expected to cost about \$8 billion, the Long Island Railroad extension 120 feet below Manhattan to Grand Central Station is an \$8-billion plus project, which has already broken ground; the New Jersey Transit tunnel will cost about \$13 billion. There are lots of big projects now underway in the country, he said. Rep. Mica also urged the Commission to visit the new Miami Intermodal Center. He thanked Chairman Dyer and the Commission for their leadership and hard work.
- xii. Chairman Dyer asked Rep. Mica if he thought the Congressional review would take a full 60 days. Rep. Mica said he could contract or expand the review period as needed, but that he expected some answers by the end of June or early July because of contractual obligations associated with the project.
- xiii. Rep. Mica said the requirements for a Full Funding Grant Agreement may seem tedious, but he said they apply to all project. Central Florida is not being treated unfairly. He said he was attempting to introduce legislation that would speed up the process and take out some of the unnecessary hurdles that SunRail encountered. Hopefully, he said, from our experience, we can make it better for others. Because this need just isn't in Orlando, it's across the country. We have to find a more cost effective way

of moving people around. Chairman Dyer thanked Mr. Mica for attending.

### **ACTION ITEMS**

1. Central Florida Commuter Rail Commission Letters of Support – Chairman Dyer
  - a. Resolution to U.S. Department of Transportation Secretary Ray LaHood requesting that the Full Funding Grant Agreement be forwarded for Congressional review in tandem with the State’s due diligence of SunRail
    - i. Chairman Dyer said that the letter shows the Commission’s support of the Project, and asks U.S. DOT to expedite the process and forward the Full Funding Grant Agreement to Congress.
    - ii. A motion to adopt the resolution was made, seconded, and unanimously adopted.
  - b. Letter to Governor Scott addressing areas of interest
    - i. Chairman Dyer said that the letter itself is not particularly detailed, but addresses the three areas of interest that the governor expressed. Based on Mayor Jacob’s more recent conversation with the Governor, Chairman Dyer requested that Mayor Jacobs office and his office work to draft additional language explaining how potential cost overruns would be handled with regard to operations and maintenance issue; more clearly address the local obligation to take over the system in 7 years; and explain how SunRail costs relate as a percentage of overall local government budgets..
    - ii. Mayor Jacobs said that the governor also raised the issue of ridership projections.
    - iii. Chairman Dyer asked the Commission to approve the letter, but to completing the backup documentation, which should include ridership, as well.
    - iv. Mayor Jacobs said that Orange County has approved resolutions of support in recent months and another is before the Board of County Commissioners tomorrow. She requested that it be included in the packet, as well.
    - v. Chairman Dyer asked that if any other organization is not included in the list of resolutions to the governor, to please let his office know.
    - vi. Chairman Dyer requested a motion to approve the letter subject to completing the back-up information.
      1. The motion was made; seconded; and passed unanimously.

### **DISCUSSION ITEMS**

1. Project Update – Todd Hammerle, P.E.
  - a. Mr. Hammerle said that FDOT met with the Federal Transit Administration at the end of March, and confirmed that all documents needed to move forward with Full Funding Grant Agreement were

submitted and approved. Mr. Hammerle gave the following report on the status of procurements:

- b. Major Procurements:
  - i. The Design-Build-Maintain contractor for infrastructure improvements along the 32-mile initial operating segment for SunRail has agreed to lock in capital costs associated with the Project until July 31.
  - ii. FDOT is working with Motive Power for the manufacture of locomotives, and have similarly locked in price commitments pending the commencement of work by July 31. Bombardier, which will manufacture coaches and cab cars, is expected to follow shortly.
  - iii. Station designs are 100 percent complete for Phase I of SunRail operations, and those contracts will follow the Design-Build-Maintain contracts. Two station contracts will be awarded – the first to be advertised this fall and the second next spring.
2. Joint Use Agreements – Mr. Hammerle
  - a. Mr. Hammerle said that Phase I partners have approved Joint Use Agreements, which include the details of maintenance at the stations, housekeeping and so forth. Those agreements will be executed shortly by FDOT, and sent to the FTA prior to execution of the Full Funding Grant Agreement.
  - b. Chairman Dyer asked if Commission members had any questions. There were no questions.
3. Industry Forum Update – Secretary Downs
  - a. Secretary Downs said that the Industry Forum was very successful, with more than 400 subcontractors, job seekers and interested primes in attendance. Chairman Dyer provided video remarks, which Secretary Downs said were interesting and fun, as well as welcoming comments by Rep. Brown and Rep. Mica, who addressed the gathering via teleconference. Other local politicians attended, as well, to demonstrate support for SunRail. Participants were provided detailed information about the 61.5 mile corridor, transit-oriented development, and all the different contracts that will be associated with this project.
  - b. Blackmon Roberts assisted small and minority businesses seeking to do work with the Department, and also presented information to the larger group. A new project video was debuted, and Secretary Downs said that copies of the video were provided to Commissioners in their packets.
  - c. In the afternoon, Secretary Downs said that every potential prime contractor that had contacted the Department expressing an interest in different aspects of the project were on hand for a networking session, where participants had an opportunity to mix and match their interests, and so that individuals or companies wanting to work with primes had an opportunity to talk. It was very successful, Secretary Downs said, and people enjoyed it.



- d. Chairman Dyer asked whether Archer Western has reached out to various subcontractors that they plan to use. Secretary Downs said they reached out at the Industry Forum to individuals and smaller firms who expressed an interest in participating, and that positions were available with the company once the project moves forward.
4. Transit-Oriented Development Update – Mr. Hammerle
- a. Mr. Hammerle said that the Department is assisting local governments, especially those located around station stops, with transit oriented development. The Department produced a sketchbook in 2007 that provided a potential development vision for areas around each station stop, and assisted community to frame efforts for land-use planning related to TOD. The Department recently decided to update the sketchbook and look at visioning efforts moving forward. A kick-off with the Department’s TOD group, PB Placemaking, was held Feb. 2 at the TAC meeting and subsequent breakout workshops were held with each of the jurisdictions. Charettes were held in mid-March with each of the counties and the communities within the counties that had station stops. About two hours was dedicated to each of the station stops to update the sketchbook to help local communities move forward with TOD.
  - b. Mr. Hammerle said that the concept sketches should be available to FDOT for initial review and the goal is to have the sketchbook and animation, one for each county, to be read this summer.
5. Technical Advisory Committee update – Roger Neiswender, Chairman
- a. Update from February 2, 2011 meeting
  - b. Mr. Neiswender said that most of the items discussed at TAC meetings were covered in Mr. Hammerle’s report. He said that the TAC appreciates the hard work that FDOT did to preserve the status of the contracts that were put on hold, as TAC members were concerned what might happen, pending the governor’s review.
  - c. Mr. Neiswender also said that the TAC was pleased that FRA and FTA agreed on a common platform height of 8-inches, which was very helpful. The Department also is coordinating with Amtrak to utilize Amtrak’s maintenance and wash facility in Sanford, which could result in substantial savings.
  - d. Mr. Neiswender also said that local governments did benefit from the TOD workshop sessions, which were very much appreciated and very well-conducted. Local governments are excited to see the final product.

### **BOARD MEMBER COMMENTS**

- 1. Board member comments
  - a. Mayor Jacobs thanked the audience for recognizing the Commission’s work. But, she said, it is hardly the work of the Governing Board that has

gotten us here. It's really the entire community. And it's really something to be quite in awe of and very proud of. I do believe we will make this happen. The challenge ahead of us is working together as a community to make this not just a marketing plan, but for each employer along the way, for each city along the way, to make it conducive and easy to ride. I think that it is also about how we tell that message, how we communicate that to our citizens. We have a lot of opportunity ahead of us, and I don't know of any other community in the country that is better suited for the challenge. Because when we pull together, we're unstoppable. Mayor Jacobs said she also didn't know of anybody who has put more hours into this single-handedly than Mayor Dyer. We have yet to do the groundbreaking, but I want to commend you for your leadership.

- b. Chairman Dyer said that the community had a celebration at LYNX with Gov. Bush when we first had a memo of understanding relating to the agreement with CSX; a celebration was held on Church Street with Governor Crist when the liability legislation was signed; and we'll have an opportunity to celebrate with Governor Scott when we actually break ground.
- c. Chairman Bruno said that he wished he had the opportunity to travel on the Central Florida Partnership trip to Salt Lake City. But he said that Votran Executive Director Ken Fischer and I has previously visited Salt Lake City and did get a chance to see first-hand their transportation improvements. What we're doing in Volusia County with our Ocean Center would be similar to what Salt Lake has done for its Delta Center. As far as the letter to the governor, Chairman Bruno said that there are a number of resolutions that were not included. Even though Flagler County is not a part of this, I know they are on record as passing a resolution of support. The Volusia TPO also passed a resolution; the Daytona Regional Chamber and also a number of cities in Volusia County. He suggested that those resolutions also be included in the packet, as the governor does want to see community outreach.
- d. Chairman Dyer asked county staff to check with each of the cities within each jurisdiction to track resolutions of support and requested that Mr. Stuart check with chambers of commerce. Mr. Barley said that Metroplan Orlando also is checking with local government officials on the status of resolutions and hopes to have those complete within the next week or so.
- e. Chairman Bruno also thanked cities of Volusia County for supporting SunRail. He said that all 16 cities are on board. Chairman Bruno noted that Harley Strickland, the mayor of Orange City, was in attendance at the Board meeting, as well. He said he thought that the Industry Forum was very well attended, and he welcomed participants, as well. Everybody I talked to really enjoyed it and wanted to get to work. Chairman Bruno said he was in Tallahassee last week, as was a gathering of real estate agents. He said the real estate agents had lunch in the courtyard, and thanked them for their support of SunRail. They know the development that could occur

around these stations. Chairman Bruno thanked everyone for their leadership and said it is a privilege to be a part of this board.

- f. Chairman Dyer also recognized their Realtors for their support and noted that local representatives were very visible in their support of SunRail at a big rally in Tallahassee.
- g. Commissioner Henley said that he came to Central Florida in 1959 and has seen many different projects come forth since that time. But not one of them has ever garnered the support that SunRail has. He noted that there are more than 85 different cities, organizations, and chambers in our packet, which is not complete, that have signed onto supporting this project. The business community, under Mr. Stuart's leadership, has been outstanding in support of commuter rail. Even the data in our packets from the University of Central Florida shows that 93% agree that a passenger rail system would be a valuable addition to our transportation network; 92% agreed that passenger rail service would become increasingly important in the decades ahead; 75% agreed that they would use the system if it was available. This data was backed up by Hill research done in 2008, when 80 percent agreed that alternatives to roads are absolutely necessary. What makes Salt Lake City so successful is the collaboration that took place out there between the business community, the governmental agencies and the legislature, Commissioner Henley said. All we need to make this a reality for the governor to come on board, and then we'll have total collaboration. He said that people 30-40-50 years from now will appreciate this decision much more than we do today. This is simply the beginning. The jobs will come, and the prosperity will come as a result of this project. Chairman Henley thanked Secretary Downs and her staff for doing a yeoman's job bringing SunRail to fruition.
- h. Commissioner Arrington said that Osceola, while in Phase II of SunRail development, is looking forward to getting this train on track. We feel from the development we'll have around the stations, we can create the tax base needed to pay for this in the long term. He said that Osceola is actually looking at ways we can decrease our costs at stations, bring them on line, and work collaboratively with adjacent property owners to make sure they understand the value of TOD and what that means to them as property owners. He said that Osceola was very excited.
- i. Chairman Dyer noted that Rep. Brown was on her way to the meeting, and asked Harry Barley, executive director of Metroplan Orlando, if he had anything to say.
- j. Mr. Barley said he was inspired by Commissioner Henley's remarks. He said he worked for the metro system in Washington DC back in 1974, when that system was being built, during a period when public opinion was not as important as it is today with regard to public works project. His boss at the time told him, just as Commissioner Henley said, much of this work will not be important but for the next generation. They'll thank us many, many years from now. Here we are in my lifetime, and the conversation in Washington now is that the metro system does not have

enough capacity. So many of these visionary projects do take 20-30-40-50 years to realize the value of it. It's worth the investment. Years from now, people will appreciate the value of getting this first piece in place. That requires strong leadership, courage and some risk. But there's little doubt in the minds of most of us that this will be worth it, short term and long term. He said he was hopeful that we'll have the governor's support.

- k. Longwood Commissioner John Maingot noted that the project goes back about a dozen years, when Central Florida dropped the bail on light rail and handed over that money to Charlotte, North Carolina.

## **PUBLIC COMMENTS**

### 1. Public comments

- a. Sharon Carter of Orlando said she felt humbled being in the room. She thanked the Commission for their work and said she couldn't imagine the amount of time they have spent on advancing the project. She said she was awed with all you have done. My support as a citizen is solidly behind you. I cannot tell you how many people I have spoken to are solidly behind you. She said she supported the governor, and the people of Florida elected him to office. She asked the governor to please reciprocate, and again thanked the Commission.
- b. Commissioner Maingot also thanked the Commission, Secretary Downs and her staff at FDOT. He said he had spent two days in Tallahassee, and that ridership seemed to be a major concern. He stressed the importance of developing a marketing plan that will encourage ridership. He said that the Governor has two piles on his desk – pro and con regarding SunRail. E-mails won't work. Personal letters by snail mail. one or two paragraphs, is exactly the key for unlocking the treasure chest, Commissioner Maingot said.
- c. Chairman Dyer said that Longwood has developed one of the very best plans for transit-oriented development around. So we appreciate what you're doing there, as well.
- d. Jim Cameron, Senior Vice President, Government Relations, Daytona Regional Chamber of Commerce said he wanted to add his support from the Volusia side. He said that numerous students travel back and forth through Central Florida to classes, as well as those who travel back and forth between Orange County and Osceola County. I-4 is not getting any less crowded, gas prices are going up, and we wanted to continue our support from our side of the I-4 corridor to help make this possible.
- e. Rep. Brown arrived and Chairman Dyer recapped the meeting thus far.
- f. Rep. Brown said the governor came to Washington on Wednesday and met with the Florida Congressional delegation at 8 a.m. Rep. Brown said she was devastated over high speed rail, as it such an opportunity to create about 60,000 jobs and all the studies indicated it would have been a money-maker. It would have been an engine. She said has also traveled to Salt Lake City and that trains are carrying about 40,000 people a day.

Rep. Brown said she asked the governor point blank what he was going to do on SunRail. She said the governor told her that he was reviewing the project, and wanted to make that local governments understood they would have to pay for operations and maintenance costs after 7 years, when the state would be out of the commitment. She said she told the governor that local communities have been working on this project for years, and have voted repeatedly to support SunRail. The local communities, she said, understand the importance of moving our people out of those cars and into commuter rail. She said that the project means jobs, putting people to work. She said she did not get a firm commitment from the governor. Rep. Brown said she thought it very important that communities weigh in with the governor and let him know the project has not evolved from the top down, but from the bottom up. This is something that the people and their elected officials support. This is a team effort, and we don't really take directions from the state – it's supposed to be a partnership. The local governments speak for the local communities.

- g. Chairman Dyer said that one of the actions the Commission took earlier at the meeting was to submit a letter from the Commission illustrating the community-wide support, and addressing our obligations after 7 years.
- h. Rep. Brown said that was one of the governor's concerns: Making sure that local governments understood that the money would come out of local resource funds. She asked Chairman Dyer to explain how that would work.
- i. Chairman Dyer said that local governments, working with Metroplan and the state's transportation work program, decided that SunRail was the region's highest transportation priority and were willing to dedicate funds to pay for SunRail. So rather than doing potentially some other road project somewhere else in the region, and in Volusia County, we prioritized our funding to go towards rail transit. By statute and by agreement with the state, the DOT will operate the train for the first seven years and we will be responsible for operations after that. The governor was concerned that operations and maintenance cost projections may fall short, and we determined that should that occur, the additional funds would come out of our work program with FDOT.
- j. Rep. Brown asked Chairman Dyer about a legislative proposal to do away with some local transportation committees.
- k. Chairman Dyer said that pending legislation would consume the Orlando-Orange County Expressway Authority into the Turnpike Authority, as well as several others around the state (in Tampa and the Panhandle). Chairman Dyer said he didn't think the legislation would pass this year, but wasn't sure that it would go away even if it's not successful.
- l. Rep. Brown said once that money was folded into the Turnpike Authority, it make get redirected to ports. While ports are important, she said she believes that ports should pay for themselves. In addition, she said, once goods arrive at ports, they need to moved to ultimate destinations – so that the transportation network is all interconnected.

- m. Chairman Dyer said he did not believe there was much support in the Central Florida community for losing control over the local expressway authority. There has been some discussion about expanding our expressing authority into Seminole and Osceola County, but beyond that, I'm not sure that anyone here would be interested in losing control over the expressway authority. He said there is a provision in the pending legislation that requires the money that is collected here to be expended here, but you know that if the expressway authority is consumed by the turnpike, it doesn't take but a single change in subsequent years to change that as well.
- n. Rep. Brown noted that while she supports the Turnpike Authority, north Florida has never received a project from the turnpike, and that all is not equal when it comes to the turnpike. Rep. Brown asked if anyone had any questions. She said that Congress is working on reauthorization of the federal transportation spending bill, and said she would not vote for a bill that does not include the priorities of different members.
- o. Commissioner Henley told Rep. Brown that there has not been any question that has been asked by the governor that has not been anticipated and agreed to in writing by all of the partners, and part of it's in the legislation that was passed last year. So we have anticipated everything that could possibly occur in relation to this project. We have complete agreement between the state and all of the funding partners. This has not been done in a haphazard way.
- p. Rep. Brown said that these issues have been worked through for the last seven years, in a bipartisan fashion. She said she believes let's get to work. But it's not just a slogan. We need to put people to work. And there's no better way to do that than with infrastructure improvements. We know that for every billion dollars spent on infrastructure improvements, 44,000 permanent jobs are created. And that is what we have to do when you have 11 to 15 percent unemployment.
- q. Chairman Dyer said that Rep. Brown was definitely singing to the choir here, and thanked Rep. Brown for taking time out of her busy schedule to attend the meeting.

### **ADJOURNMENT**

The meeting was adjourned at about 3:45 p.m.