

Central Florida Commuter Rail Commission
Governing Board

MEETING MINUTES

DATE: Friday, September 10, 2010

TIME: 1:30 p.m.

LOCATION: DISNEY ENTREPRENEUR CENTER

One Landmark Center
315 East Robinson Street, Suite 100
Orlando, Florida 32801

- Call to Order – Chairman Buddy Dyer called the meeting to order at 1:35 p.m.
- Pledge of Allegiance
- Confirmation of Quorum
 - Chairman Dyer confirmed that a quorum was present.
 - Members in attendance were:
 - 1) Chairman Buddy Dyer
 - 2) Secretary Carlton Henley
 - 3) Commissioner Brandon Arrington
 - 4) Commissioner Frank Bruno
 - Vice Chairman Richard Crotty was not present
- Chairman's Report – Chairman Dyer
 - Chairman Dyer said that U.S. Rep. Corrine Brown would be joining the Commission meeting today and that he would interrupt the proceedings when she arrived.
 - Chairman Dyer said that he had a recent meeting in Washington D.C. with Congresswoman Brown, Congressman John Mica and Amtrak, as well as Kevin Thibault and Secretary Stephanie Kopelousos of the Florida Department of Transportation (FDOT). Chairman Dyer represented the Central Florida Commuter Rail Commission at the meeting, which also was attended by CSXT. Chairman Dyer said that the meeting led to good progress on discussions with Amtrak, CSXT and FDOT on the issue of liability during the interim period where SunRail trains would not be operating, but track construction and other construction activities associated with SunRail would be underway and Amtrak would still be running on the line. Chairman Dyer said that all have reflected on Amtrak's need for no fault liability provisions similar to what CSXT has, but have come to agreement that none of us at the table can provide that – that falls within the Legislature's purview. All have agreed in good faith that we would work toward that objective. Chairman Dyer said that will

not be accomplished in a Special Session of the Legislature, but at some point during a regular session in the future. In the interim, Amtrak has asked FDOT to do several things, mainly extend the contractual insurance for contractors in the corridor to Amtrak – which FDOT can accomplish. And then there is a standard national contract between CSXT and Amtrak that they want to tweak a little bit to cover them for the two-year period during construction. Amtrak and CSXT are meeting next week, under the guidance of FDOT, and Chairman Dyer said he was very confident they will come to resolution and allow us to move forward very quickly. Chairman Dyer said that Mr. Thibault also mentioned that FDOT basically has everything tied up in terms of legal provisions related to being able to close in escrow on the CSXT corridor, so that should be proceeding fairly quickly. Chairman Dyer said that the Surface Transportation Board also is likely to, or should rule by the end of the month to find that the sale of the CSXT corridor to FDOT does not impact interstate commerce.

- Chairman Dyer said that commissioners were joined today by the new chairman of the Florida Statewide Passenger Rail Commission, Pat Christiansen. Chairman Dyer thanked Mr. Christiansen for attending, and invited him to address the Central Florida Commuter Rail Commission.
- Mr. Christiansen introduced himself and said that in addition to being the new Chairman of the Florida Statewide Passenger Rail Commission, he is also an Orlando attorney with the law firm of Akerman Senterfitt, has been active in transportation matters for a long time, and that his firm serves as general counsel to LYNX. With respect to the Passenger Rail Commission, Mr. Christiansen said that the last three appointments were made a few weeks ago, and the first meeting was held last Tuesday. The Commission is made up of three appointments each from the Speaker, the Governor and the Senate President. The Speaker's three appointments, which were made last March, were Mr. Christiansen, Mr. Harry P. Harris, from the Villages, and Greg Littleton, a banker from Lake Wales. Mr. Christiansen said that Harry Harris retired from Connecticut, where he was the transportation commissioner or deputy transportation commissioner involved in all aspects of transportation, including Connecticut's rail system from Grand Central Station to New Haven. Mr. Christiansen expressed confidence in Mr. Harris. He also said that the Senate President appointed Senator Jeremy Ring from Margate, who drafted the legislation that passed the Senate last December; T. Picton Warlow from Orlando, and Don Henderson, who is a retired engineer from Tampa. The Governor named John A. Delaney, the former mayor of Jacksonville and President of the University of North Florida; John Browning, from East Palatka, a previous member of the High Speed Rail Authority; and Shane S. Strum, the Governor's chief of staff.
- The organizational meeting took place at the Turnpike Authority on Tuesday. Mr. Christiansen said that an attorney from the Attorney General's office briefed the Commission on the Sunshine Act, and there was spirited discussion. Mr. Christiansen said that it became very clear

that members of the Commission – particularly four or five members – are really committed to be engaged in this process, and that includes, Senator Ring. He said that Senator Ring made it clear -- let's get this done; if we have to change the legislation we'll go ahead and do it. It's convenient to have someone on the Commission who has the ability to do that, Mr. Christiansen said. He said that public comments included Commissioners from Broward and Martin counties, who indicated their commitment to rail. There were also several other presentations. Mr. Christiansen said his goal was to hold meetings at least monthly and perhaps more frequently. They will be in the nature of workshop sessions, and the first one is expected to take place Oct. 12 in Orlando at the Orange County Commission chamber. Some of the topics will be SunRail; another topic that Senator Ring wants to really look into is the procurement process and how FDOT is going to go about letting contracts for High Speed Rail. The following meeting in November should be held in Tampa, the week following Election Day. Other meetings will be held around the state. Mr. Christiansen said his goal was to travel around the state, meet with people and solicit their input. The Commission's ultimate goal is to focus on soliciting input and facilitate discussion so that it can make a determination as to how to advise on this process and report back to the Legislature.

- Chairman Dyer asked if any Central Florida Commuter Rail Commission members had questions for Mr. Christiansen. There were no questions.
- Agenda Review – FDOT District 5 Secretary Noranne Downs provided the agenda review.

ADOPTION OF MEETING MINUTES

1. Adoption of June 25, 2010 meeting minutes – Chairman Dyer
 - Commissioner Henley moved approval of the minutes; Commissioner Arrington seconded. The minutes were unanimously approved.

DISCUSSION ITEMS

1. Alternatives Analyses grant applications
 - Orlando International Airport Connector Refresh
 - i. Ms. Tawny Olore, P.E., SunRail Consultant Project leader, said that at the last Commission meeting, there was discussion about two Alternatives Analyses that FDOT is moving forward with and she provided the Commission with an update. Alternatives Analysis is the Orlando International Airport (OIA) Connector Refresh. The study is a refresh of an Alternatives Analysis that FDOT finished in 2005. FDOT will now take that document back

out for additional review, with added project limits. The analysis will look at connections between High Speed Rail and SunRail along Osceola Parkway; and the connection of SunRail to the airport, as well as to Medical City and the Innovation Way area. Federal grant applications are pending for that work, which were submitted in July. A TIGER II grant application for the OIA Refresh also was submitted in August. The awards should be made toward the end of September, she said.

- Orange Blossom Express
 - i. A second Alternatives Analysis grant application was made for the Orange Blossom Express. That project would connect to SunRail along the Florida Central line, and come into the CSXT mainline at Robinson Street in downtown Orlando. The line goes up through Apopka and into Lake County. FDOT also did an FTA grant application for that project, and submitted that in July and are awaiting a response. FDOT will keep the Commission informed as those studies progress.

2. Project update –Todd Hammerle, P.E./Tawny Olore, P.E.

- Federal Transit Administration
 - i. Phase I: Ms. Olore said that FDOT has been working on the Second Supplemental Environmental Assessment, and the Federal Transit Administration (FTA) has informed FDOT that they are signing that document today. She said that was a huge accomplishment for this project because it allows FDOT to move forward and get the Design-Build-Maintain contractor under contract and to buy vehicles. She said the SunRail team worked very hard to get that done. FDOT also has been working for the last three months getting documents ready for the Full Funding Grant Agreement. FDOT was informed by the FTA that they have hired the Financial Management Oversight Consultant (FMOC) to review all of SunRail's financial plans, which much be complete before the Full Funding Grant Agreement is awarded. So several big milestones were hit this past week.
- Phase II
 - i. FDOT also has started the ridership modeling required to advance Phase II. This past week, FDOT did a pilot study for the LYNX buses, which included an onboard survey required for ridership modeling. A week-long survey will occur at the end of September, beginning of October, which will allow FDOT to develop a base model that will be used for Phase II, the two Alternatives Analyses and also for the city's planned expansion of LYMMO service. Ms. Olore said that FDOT also will be meeting with Volusia County staff to talk about the DeLand station and have been working with Osceola County on the Osceola Parkway station. In addition, FDOT has purchased our first right-of-way parcel in Kissimmee

from CSXT. FDOT is starting to survey all of the Phase II stations and the right-of-way acquisition process for Phase II.

- ii. Chairman Bruno asked if Phase II was still scheduled to open for service in 2015. Ms. Olore said that it was. FDOT is performing long lead items for Phase II, the base modeling for ridership, as well as starting the right-of-way acquisition processes.
- Procurement activities:
 - i. Mr. Hammerle said that FTA approval of a Finding of No Significant Impact for the Second Supplemental Environmental Assessment allows FDOT to move forward with procurements. So FDOT is working to finish those up, mainly the Design-Build-Maintain contract, so that the contract can be executed and the contractors can get started on design. FDOT has been working on the vehicle procurement for some time and is now getting down to the nitty-gritty on the finalization of those documents. Several contracts still are in legal review, and FDOT hopes to get them advertised as soon as possible. Those include ticket vending machines, insurance broker, Public Involvement and eventually, in about one year, our Operations and Maintenance contracts. We keep talking about the dam getting ready to break and we're starting to see the cracks in the dam, Mr. Hammerle said.
- Corridor Acquisition:
 - i. Mr. Hammerle said that FDOT also is waiting on the Surface Transportation Board ruling. FDOT continues to work with the Federal Railroad Administration to put passenger rail service on this corridor, which will become the Central Florida Rail Corridor. Part of that is the responsibility of our Chief Operating Officer, Joe Antonucci. FDOT also has brought on Doug Stencil. Doug comes to us from Tri-Rail and also has many years with Amtrak, mainly in the safety and security area. He brings a lot of expertise to our team. He is working with Joe and the rest of the team on looking at things such as hazard analyses for SunRail stations, which is required by the Federal Railroad Administration. He will be working with the design build contractor. FDOT has also started meeting with the first responders on safety and security matters, which will continue as the project progresses.
- Right-of-Way Acquisition
 - i. Ms. Olore said that FDOT has completed right-of-way acquisition at several stations: DeBary, Sanford, Lake Mary and Altamonte Springs. That's in addition to some stations where the Department does not need any right-of-way, such as LYNX Central Station and Orlando Health. So FDOT is getting very close to completing all Phase I right of-way acquisition activities.
- Project design
 - i. Joint Use Agreements

1. Mr. Hammerle said that FDOT is working with each one of the respective funding partners to develop Joint Use Agreements for maintenance, safety and security and other specific enhancements at the stations. As FDOT works through that, we anticipate bringing those Joint Use Agreements to the boards in the October/November time frame for ratification.
 2. Ms. Olore said that the Joint Use Agreements are an extension of the Interlocal Agreements that have already been approved by local government partners. The Interlocal Agreements called for the Joint Use Agreements.
- ii. Vehicle paint designs:
1. Ms. Olore introduced Jim Bockstall, who designed the SunRail logo, to speak about three design schematics for SunRail vehicles. She said that the Commission will decide among the three final designs.
 2. Mr. Bockstall said that his role on the SunRail team was to create the brand identity for the project, including the name, logo, station signage, way-finding and the train decoration. The impact of the SunRail train rolling down the tracks will be the single-most visible and memorable expression of this brand, Mr. Bockstall said. Our goal was to illustrate our core ideals – those being sleek and speedy equipment and a tribute to Central Florida’s sunny climate. All of the designs feature the SunRail name and logo, the SunRail color palate and some gleaming representation of Florida’s sun. Mr. Bockstall then described each of the three designs.
 3. Chairman Dyer said he liked the third design because it comes closest to the original SunRail logo, and he prefers the consistency. He said the design “jump out to me!” Chairman Dyer said he didn’t care for the the sunflower looking design, because it’s just different.
 4. Commissioner Henley said he agreed with Chairman Dyer. He said he was trying to figure out whether the design was a rising or setting sun. Mr. Bockstall said the design was meant to convey both.
 5. Chairman Bruno said he also preferred the third design, because it’s a combination of the other designs.
 6. Commissioner Arrington asked whether there was one design that lends itself better to being somewhat graffiti proof or easier to clean than the others. Mr. Bockstall said that all of the designs are equally vulnerable or reparable to that activity. He said that all are fair game to cans of paint. Commissioner Arrington asked whether – given the motion and speed of the train, at the speed it operates – there is a

design that is more appealing? Mr. Bockstall said he believes the effect of all the designs will be equally motional and emotional. Commissioner Arrington said that he liked the first and third designs, but could understand where someone might get lost with the sunflowers. He said he would support the third design.

7. Mayor Dyer called for a vote on adopting the third design as the paint schematic for all trains, which was approved unanimously. Mayor Dyer thanked Mr. Bockstall.

8. Mayor Dyer asked whether the rail cars will actually look the same as depicted in the design schematics. Ms. Olore said they would. Secretary Downs added that the paint designs also were within budget. In addition, Mr. Hammerle said, all three designs were vetted by the manufacturers.

o Quiet Zones:

i. Ms. Olore said that Virginia Whittington from Metroplan Orlando would give a presentation about quiet zones. She did remind commissioners that quiet zones are not a part of the SunRail project, and are not included in the budget. But FDOT also has said that once the project reverts to local control, local governments are in control of their own destiny. As such, local governments could possibly look to the implementation of quiet zones in the future, if local governments decide to put it in the capital plan budget. Because FDOT will own the corridor, FDOT would control the quiet zones rather than CSXT.

ii. At the request of Metroplan Orlando's Municipal Advisory Committee, Ms. Whittington said she wanted to provide the Commission a status report of what the next steps are for quiet zones. The Municipal Advisory Committee serves as an advisory committee to the MPO board. At its meeting in February, the committee received a presentation on the Federal Railroad Administration's locomotive horn rule, which caused some to express concern about increased daytime trains, and the potential for increased nighttime freight traffic. The Municipal Advisory Committee members were concerned with safety and maintaining quality of life as SunRail moves forward, and therefore created an ad hoc quiet zone subcommittee.

iii. The first meeting was held in March of this year, and members included representatives from Maitland, Winter Park, Lake Mary, Longwood, Edgewood and Ocoee. Maitland Mayor Doug Kinson is the chair of this group. At its first meeting, members identified a two-fold objective. The first was to have quiet zones implemented when SunRail becomes operational in 2013. The committee also wanted to encourage the Central Florida Commuter Rail Commission to adopt a quiet zone ready policy for future phases of

the project. The committee realizes that improvements are already planned along the corridor, and they were interested in being able to determine what's currently planned, what will be needed to bring it up to quiet zone standards, and get an idea of what the construction schedule will be so that they may be able to capitalize on what's already planned in order to mitigate costs. The committee has met with FDOT staff, and is very grateful for FDOT's time and guidance, she said. FDOT has been explicit that FDOT is not considering this part of the project, that it is not going to impede the project, nor will there be any costs or construction overruns or impact to the schedule. This is not intended to be a 61 mile quiet zone, nor is it intended to impede the project. I think the committee is just looking for opportunities to work cooperatively as the project progresses, Ms. Whittington said.

- iv. Since the group was formed, it has gone to the Metroplan Orlando Board and requested authorization for a study to assess each rail crossing to determine where or what plans are already in place, which was approved by the Board. The Committee has since met with FDOT, as well as the Volusia TPO and representatives from the city of DeBary, and done some peer assessments around the country, such as Dallas and Santa Fe and the Virginia area, since they have recent experience with quiet zones. A common denominator surfaced as a result of those peer assessments, and that is the positive experience they have had working with the FRA.
- v. As such, the ad hoc Committee invited Mr. Tom Drake, grade crossing manager for the FRA, to a quiet zone workshop from noon till 3 p.m. on October 27. The Committee expects to obtain clear direction from the FRA as to what it is we can do to have quiet zones, if not now, then later, and it's looking more like later than now, Ms. Whittington said. But the objective was to get a clear message and some direction to develop steps to move forward with a regional initiative. That would include diagnostic teams to assess each individual crossing. Ms. Whittington said she also understand that quiet zones won't be implemented over night – that it will take some time, perhaps even a year or two. After the committee hears from Mr. Drake, it will be in a better position to come back to the Central Florida Commuter Rail Commission to ask for a quiet zone ready policy that possibly could be implemented for future phases of the project.
- vi. Commissioner Henley asked whether the study will establish a baseline based on current impacts on the existing corridor, versus what those impacts will be once SunRail starts operation. Ms. Whittington said that the plan is to see what construction is already planned for each of the crossings as the design now stands. Commissioner Henley said he understands the design plans, but is

concerned about whether the SunRail changes improve or worsen the circumstances. He said he was thinking of Longwood, where there are four crossings within less than a mile and the impacts that long freight trains currently have on the community. He said that he does not anticipate that SunRail will cause as long a delay to back up traffic or to impact noise. To be fair, he said, the committee should analyze the impact of what exists there right now and then analyze whether SunRail has created a greater problem as it relates to those concerns, Commissioner Henley said. He also asked whether the municipalities have any expectation of creating the quiet zones and what their funding expectations may be.

- vii. Ms. Whittington said that as a part of the workshop in October, diagnostic teams will be formed to determine what's there, and what improvements are needed beyond what's there now. And yes, there will be a baseline established, she said. She said that some communities have expressed the desire to find the money; others have said once we determine what needs to be done, we may be able to bear the additional cost. Commissioner Henley asked who "we" is? Ms. Whittington said that would be the community.
- viii. Ms. Olore said that FDOT did assess the impact of SunRail on existing communities. Several things will occur with SunRail: A new signalization system will help the existing crossings because gates will go down later and come up sooner. In addition, CSXT has elected to move 8-9 freight trains off this corridor, so there will not likely be any more freight on that corridor at night than is there today. Right now, freight keeps those gates down somewhere between two-and-a-half to five minutes; Amtrak comes through in about 60 seconds. SunRail trains will take about 30-35 seconds, she said.
- ix. Commissioner Henley said that's why he asked about establishing a baseline, because he believes that SunRail is going to improve the current situation rather than make it worse.
- x. Ms. Olore said FDOT also is mitigating some of the horn noise. Typically horns are located on top of Amtrak and freight trains. FDOT is putting horns on the bottom of SunRail trains, so they will be more directed toward grade crossings. FDOT also will have horn shrouds on SunRail trains, and will do noise monitoring before operations begin to avoid increased noise impacts. She agreed with Commissioner Henley.
- xi. Commissioner Arrington asked whether there is a density requirement for communities seeking quiet zones. Ms. Olore said that when the FRA comes down to do their diagnostic review, a certain number of grade crossings within a half mile to qualify for quiet zones. On a site visit to Utah, for example, they have quiet zones and trains continued to blow horns, she said. If the

conductors see anything up ahead that causes concern, they are required to blow horns for safety reasons. So a quiet zone is at the discretion of the conductor. Those items will have to be evaluated, and it's not an overnight solution.

- Mayor Dyer introduced U.S. Rep. Corrine Brown. He said he was with the Congresswoman yesterday, when the Deputy Secretary of U.S. Housing and Urban Development came to Central Florida to announce the funding of a Neighborhood Stabilization Program III. There was about \$1 billion in that program, and they have allocated about \$200 million to Florida. About \$50 million of it is coming to Central Florida, so Central Florida really did well, he said. And we did well, because our local governments did what the federal government asked us to do in terms of spending the money that was allocated to us. So he invited Congresswoman Brown to the meeting to update the Commission on some of her activities. He said that Congresswoman Brown has been working on moving Amtrak and CSXT close together to resolve that agreement, and was delighted that the Congresswoman was able to attend.
- Rep. Brown said that as chair of the Rail Committee in the U.S. House of Representatives, she is working with all of the officials in Washington and has been on the phone today speaking with all of the players. Rep. Brown said she talked to Joe Boardman, the chairman of Amtrak, twice to CSX, to the FDOT, and that a meeting is scheduled for Friday at 10 a.m. in Jacksonville at CSX. She said she was trying to finalize the last of the outstanding issues. She said she was told by CSX when they started out there were about 100 issues. It's now down to 5. We are close. We are right there. We are very close to finalizing the last outstanding issues. They say it's less than \$20 million – and I said in some places that's a lot of money.
- Rep. Brown said that she also had a meeting in Washington, where all of the players, as well as the Chairman of the Transportation Committee, Mr. Oberstar, and the federal government, met in the same room. She said that SunRail is such an opportunity, when we look at Florida and how we are going to transform Florida into the modern age. Even though we have the high speed rail project, there has to be a feeder system for Orlando. And the SunRail system puts us right where we need to be as we move forward. Ms. Brown said that Florida will be the first in the nation to have high speed rail, which was very exciting. When I travel to other countries, they always talk to me about freight. But they're number one with passenger rail. You mentioned quiet zones earlier, but one of the things we have to build into these programs is safety. That has to be first. And that's part of what we're doing with the planning. I know everybody wants the quiet zones, but the point is, you have to put a mechanism in place so that cars and people don't go around those quiet zones and we have terrible accidents. Safety needs to be our number one concern. We have to leave that up to the engineers as they travel the corridor, to make sure that safety is our number one concern. But I am so excited! Just think – we will be

able to link High Speed Rail and go from Orlando, the number one tourist destination in the world, Miami and South Beach. Imagine what that will do for economic development and jobs. I will never forget when I was first running in Central Florida, and I got into Volusia County, and there was an accident on I-4. It took me four hours. So we've got to have Plan A, B and C and another lane will not solve our problem.

- Rep. Brown also said she wanted to take a moment to brief Commission members on the status of stimulus dollars. She said she has spoken several times with the Secretary, and Florida received a great share of federal stimulus dollars, which has really helped Florida. We were almost in a Depression, and the economy is slow to turn, but we're turning it with those transportation stimulus dollars, and those transportation projects have kept people at work. We're going to have a brand new Amtrak station in Sanford that is going to be wonderful for that community. We have many, many projects, and we are looking at additional projects. We also are looking at the reauthorization of ISTEA (the federal transportation funding package). Basically, we know that for every \$1 billion spent, it generates 44,000 permanent jobs. And I don't know any other agency that can brag that they've done that. One of the things that we've done is we've instituted accountability with the stimulus dollars. We track every state and the expenditure of every dollar, how many people have been put to work, and the end result of every project. So we have done that and we have the oversight. We're proud of it. We're looking at additional funding for transportation. And we'll discuss that when I go back on Monday. I'm interested really in reprogramming some of those dollars that we send to other agencies. We know that projects are ready to go, we know that we can fund them, and we know that we can put people to work. One of the things I enjoy about being on the House Infrastructure and Transportation Committee is that it is bipartisan. When a person goes across a bridge, you don't care whether that person is a Democrat, a Republican or an Independent. They just want to get across that bridge. Rep. Brown offered to answer any questions that the Commission might have.
- Chairman Dyer said that the Commission has certainly enjoyed the bipartisanship between you and Rep. John Mica, working on our behalf. He asked when Rep. Brown thought the transportation reauthorization bill would be heard. Rep. Brown said that Congress is behind, but would probably take it up in January. She said that Congress is so close to passing an aviation bill, which has lots of projects in there for roads, as well. Hopefully, we can take that up before we adjourn. It should not be politics when it comes to putting our people to work, Rep. Brown said. The reauthorization will probably be pushed off until January, but we can work around the edges and I'm interested in that, and I'm interested in reprogramming some of those dollars. Chairman Dyer thanked Rep. Brown for attending. Rep. Brown thanked the Commission for inviting her, and thanked Commissioners for their work on SunRail. You all have kept it together. We've been working for years to try and get this done. I

know a military person and his motto was “One Team, One Fight.” That is clearly what it’s been with this project.

- Chairman Dyer noted that Commissioners had just selected a paint schematic for the SunRail trains. Ms. Brown said that she liked the designs very much.

3. Technical Advisory Committee – TAC Chairman Roger Neiswender

- Highlights from September 2, 2010 meeting
 - i. Mr. Neiswender said that the Technical Advisory Committee has met once since the last Central Florida Commuter Rail Commission meeting, on Sept. 2. The TAC discussed all of the items that the Commission was briefed on, and went over them in depth. The TAC has discussed property acquisitions, corridor clean-up activities and the majority – more than half – of the parcels required for Phase I have been acquired and are moving towards completion. TAC members also have focused extensively on development of the Joint Use Agreements, which include additional enhancements, some quite extensive. Mr. Neiswender said it is now necessary to memorialize the details of those agreements. He said that the Joint Use Agreements take the generalizations from the Interlocal Agreements a step further. All the agreements are similar, but in fact, each entity will negotiate its own individual agreement. He said that TAC members hope to have a formal agreement worked out by the end of the month, and then work on the individual agreements.
 - ii. Mr. Neiswender said that he appreciates the work that MAC has done on behalf of the six municipalities with Quiet Zones. The city of Orlando also has an interest in Quiet Zones, with 6.1 miles of railroad on both sides of the railroad in a densely populated urban area. He said a number of funding partner counties also have densely populated areas, as well, and would benefit from the MAC discussions.

PUBLIC COMMENTS

There were no public comments

BOARD MEMBER COMMENTS

Commissioner Arrington thanked FDOT for including Osceola Parkway in the Alternatives Analysis for the OIA Connector. He said he believed that the Osceola Parkway route would be a viable, cost-effective connection option. He also asked whether ADA considerations were included in safety analyses of stations. Ms. Olore said that they were.

Chairman Bruno said that he appreciated a recent presentation by FDOT to the Volusia TPO Transportation Disadvantaged Local Coordinating Board on ADA issues. He said it was an excellent presentation.

Commissioner Henley asked about the status of the Longwood station right-of-way acquisition. Ms. Olore said that FDOT was meeting with Longwood in the next week or so to work out the final details on purchasing city parcels required for construction of the Longwood station. The purchase price has been agreed upon, she said. She said that FDOT also needs a few right-of-entry agreements to build some streets, and is working through the details with city staff. Commissioner Henley asked that he be contacted if there were any problems.

Chairman Dyer said he would like to invite all in attendance to the dedication and ribbon cutting of the new Amway Center at 10:01 a.m. on Oct. 1, where he will deliver the State of the Downtown address. He said he had hoped to ride SunRail to the event, but understands that it might take a little longer. The event is open to the public, and no tickets are required. Numerous activities are planned. The first concert is the Eagles on the 7th. That Thursday is the first Magic exhibition game on 10-10-10. The home opener on 10-28 is against the Wizards. The first collegiate event is the UCF Knights vs. the Florida Gators in men's basketball on Dec. 1. And then there are a host of concerts – something for everybody's taste within the first sixth months. He said the arena was magnificent. It's the greenest, most technologically advanced arena in the country and will be gold LEED certified. The fan amenities are great, and Chairman Dyer said that 25 artists were commissioned to create pieces just for the Amway Center – 20 of whom are local artists.

NEXT MEETING

The next commission meeting is tentatively scheduled for December, and Chairman Dyer's office will contact members to set a specific date.

ADJOURNMENT

The meeting was adjourned at 2:34 p.m.