

Central Florida Commuter Rail Commission
Technical Advisory Committee
MEETING MINUTES

Date: Wednesday, November 5, 2008

Time: 1:30 p.m.

Location: Florida Department of Transportation Urban Office
133 South Semoran Boulevard
Orlando, Florida 32807

- Call to Order – TAC Chairman Roger Neiswender called the meeting to order at 1:42 p.m.
- Pledge of Allegiance
- Confirmation of Quorum
 - Introductions
 - Members in attendance were:
 - Tawny Olore, FDOT
 - Roger Neiswender, City of Orlando
 - Jim Harrison, Orange County
 - Jerry McCollum, Seminole County
 - Karl Welzenbach, Volusia County MPO
 - Lois Bollenback, VoTran
 - Anthony Gonzalez for Maryann Courson, City of DeBary
 - Tom Connelly for John Omana, City of Lake Mary
 - Ryan Spinella, City of Longwood
 - William Wharton for Frank Martz, City of Altamonte Springs
 - Charlie Wallace, City of Maitland
 - Don Marcotte, City of Winter Park
 - Bob Zaitooni, Osceola County
 - Jim Arsenault, City of Kissimmee
 - Dave Grovdahl, Metroplan Orlando
 - Lisa Darnall, Lynx
 - Members not in attendance were:
 - Sherman Yehl (Kristi Aday), City of Sanford
 - James Dinneen (Tura Schnebly), Volusia County
 - Michael Pleus (Dale Arrington), City of DeLand
- CFCRT Project Manager Tawny Olore introduced Teresa Stein and Ed Nicholson of the Project Management Oversight Consultant team for the Federal Transit Administration, who are observing the meeting. Ms. Olore also introduced Mark Robinson of FDOT, who has joined the Commuter Rail team, and Jacob Stuart of the Central Florida Partnership.
- Agenda Review – Ms. Olore presented the agenda review.

ACTION ITEMS

1. Adoption of meeting minutes from October 1, 2008
2. Adoption of amended meeting minutes from September 3, 2008
 - a. Mr. McCollum moved to approve both sets of minutes; Mr. Harrison seconded. Unanimous approval.

DISCUSSION ITEMS

1. Monthly Project Update – Ms. Olore
 - a. Procurement Activities
 - i. Technical issues associated with the release of Amendment 11 to the DBM contract are under review by DOT. The St. Johns River Water Management District has approved a permit for the corridor, and FDOT wanted to make sure that was included in the updated Amendment, as well.
 - ii. FDOT is currently putting together a scope for the CEI (construction oversight) contract, which should be advertised by the beginning of next year.
 - iii. Ticket vending machines will be included in the Long Lead Items contract, due to the 18-month procurement lead time. Lynx, Votran and FDOT have been meeting with TVM vendors to better understand TVM operations.
 1. Mr. Welzenbach asked whether there was an issue with TVMs. Ms. Olore said that Salt Lake City, for example, experienced machines becoming jammed with coins and cash. They first used tokens, but kids jammed up machines with theme park tokens. Salt Lake also has experienced some programming issues.
 2. Mr. Welzenbach asked about the cash issue. Ms. Olore said that machines have to be taken out of service and that presents maintenance challenges in Salt Lake. Also, cash machines present security problems.
 3. Mr. Neiswender noted that the CFCRT project will have fiber optic connections for credit card transactions. Ms. Olore said that was correct – that fiber optic cable also is included as back-up for I-4 and U.S. 17-92 to link into the region’s fiber optic backbone. FDOT also wants to be able to connect the CFCRT system to the region’s ITS network, so if traffic is backed up on I-4, motorists can be alerted that the trains are running on time.
 4. Mr. McCollum said it also might be possible to link the CRT fiber optic network into county roads.
 - iv. The operations and maintenance contract is being drafted, and a contractor is expected to be on board about a year prior to the start of operations to help with vehicle delivery and testing and start up.

- v. FDOT may solicit additional bids for push-pull vehicles and those potential procurement contracts are under review.
 - vi. Mr. Welzenbach asked about the status of Colorado Railcar's Nov. 30 extension request. Ms. Olore said that nothing has been decided, and that FDOT has not declined their extension request.
- b. CSX Transportation
- i. Mr. Turrell said that CSX gave CFCRT personnel a tour of their emergency operations center and provided a very good briefing. He said the CFCRT system will be similarly configured, with a much smaller 24-hour emergency operations center. The team also toured CSXT's train dispatch center, and Mr. Turrell noted that CSXT is decentralizing its dispatch operations. CFCRT will have a separate desk to dispatch trains along the 61.5 mile corridor. CFCRT personnel are meeting with CSXT on a monthly basis to discuss real estate, maintenance, emergency preparedness plans and other issues.
 - 1. Ms. Olore noted that FDOT is taking over a railroad on June 30, and there are a whole host of issues associated with that deadline. So Mr. Turrell is leading that transition effort. He spent the last couple of days with the Federal Railroad Administration, which has jurisdiction over the line, to determine what plans and training need to be completed before June 30. Effectively, she said, two enormous projects are running parallel at the same time – taking over a railroad and planning a commuter rail project.
- c. Amtrak
- i. FDOT is coordinating station activities for Winter Park and Orlando, and putting together a contractual services agreement for the maintenance of trains at the Autotrain Facility in Sanford. Negotiations likely will begin later this month.
 - 1. Mr. McCollum asked about a conceptual plan he'd seen regarding renovation of the Amtrak Autotrain facility in Sanford. He said he didn't believe it would impact the Commuter Rail project, but wanted to make sure FDOT was aware of those plans. Ms. Olore said that FDOT has had several meetings on the subject, but does not think it will have any impact since the Autotrain operation is self-sustaining.
- d. Federal Transit Administration
- i. FDOT is having its quarterly meeting with the Federal Transit Administration tomorrow, and the PMOC is here for that and to meet today with the FRA. FDOT had to complete a number of documents within 45 days of receiving approval to enter into final design, and those requirements have been fulfilled. FDOT also have a three-page checklist to complete in order to qualify for an

FFGA and that work is underway. The plan is to submit that to the FTA by April.

e. Right-of-Way Acquisition

- i. FDOT has closed on 14 parcels, with three in agreement and 5 scheduled for court hearings. An offer has been made to FPL for a parcel in DeBary; land acquisition for Church Street is under review; and FDOT is working on a joint-use agreement for a retention pond at the Sanford station. Lake Mary property acquisition is well under way, as is Altamonte Springs. FDOT is reviewing drainage issues with Orange County for the Sand Lake Road station. And property acquisition for Kissimmee is underway. Ms. Olore noted that in Phase II, some station configurations will likely change that will require another supplemental Environmental Assessment.

1. Mr. Arsenault asked about the Lynx stop at the Kissimmee station. Ms. Olore said that an offer has been extended by FDOT to CSX, which owns the parcel required for the Lynx stop.

f. Station design and location – Ms. Sandra Gutierrez

i. Deadlines for 60% plan comments

1. FDOT staggered submittal of the project's 60 percent design plans. Oct. 10 was the first submission, and meetings have been held with local jurisdictions to obtain comments, which are now being incorporated into design plans. The next set of station plans went out for Seminole County stations, with exception of Longwood. Those comments should be received next week. FDOT will continue to meet with locals to obtain comments as we move forward.

ii. Mid-rail fencing

1. Ms. Gutierrez said that some people disliked the idea of a chain link fence between the rails at station stops. FDOT is looking at pricing options to come up with an alternative.

iii. Station signage standards

1. Ms. Gutierrez said that FDOT also is looking at station signs for the 12 IOS stations. A master plan for signage will be used throughout the corridor, and will be included in the 60 percent designs.
2. Ms. Olore said that FDOT already has meet with Orlando and several other stations, with more meetings set up for Monday with Seminole.

2. Logo Development and Public Outreach – Ms. Gurnee

a. Results of community and business survey – myregion.org

- i. Ms. Gurnee said that the www.cfrail.com website will collect name suggestions until Nov. 14th, when the list will be narrowed to 10 or

11. Preliminary logo concepts are to be completed by Nov. 14th, when focus groups will begin. Final designs will be presented to the Central Florida Commuter Rail Commission at their scheduled meeting Dec. 19th. The website also has been updated with a transit savings calculator. Ms. Gurnee then introduced Jacob Stuart, president of the Central Florida Partnership, who presented the results of a survey conducted by myRegion.org to find out what attributes about the Central Florida Commuter Rail project mattered most to Central Floridians.

- ii. Mr. Stuart said that myRegion.org, working with pollster David Hill, surveyed 502 respondents from the four counties. Despite modest public awareness of the details, the average voter has no idea this is going on. There is strong support for the citizenry for development of commuter rail. People are saying they didn't know it was going on, but when you tell them, they are very supportive. People seem to resolve conflicts between traffic congestion and the cost of rail transit with an eye toward faster and safer travel. Support for rail transit springs more from anticipated personal rather than societal benefits. When you say this is safer, this is faster, I can have more time with my family, the customer turns the switch on. If we're leading with the environment, the customer is not paying a whole lot of attention. They want the personal benefits, not the societal benefits. We tested phrases, colors, adjectives. Nobody wants a retro look. They want sleek, cutting edge. Residents across the region expect Central Florida transportation to get worse. There's also an overwhelming belief that the solution lies outside the automobile. You have to think differently about multimodal opportunities. We're now seeing the language really beginning to sell across the four counties. The need for action is urgent. And we were in the field when we weren't at the peak load in gas, but we're at the point where people are thinking something has to happen. But they don't believe people will get out of their car. 56 percent of voters say that alternatives are necessary to relieve congestion. That's the highest it's ever been. If we were going to ballot, you never go to ballot if you don't start at 60 percent strong. That means the market's ready to think. Now is the time to act -- 80 percent agreed. Those numbers are fantastic. So we're seeing a delta. Most folks don't know enough -- 55 percent can't even give you an opinion. Of those who can, 27 percent are negative. You're not going to move that 27 percent. Of that, most say that it's too expensive to build. 81 percent say we have to do something. 55 percent don't even know enough to talk about it. And that's the bifurcation of the market. I know we have to do something, tell me what we need to do. If you commute more than 60 minutes you want a train. And Osceola County residents in particular reacted very favorably to the project. Providing modern

transit options doesn't sell. Relieving congestion and it's a safe way to get around the region. That's what sells. Looking at the voters, Volusia starts to move up. And E-pass holders want a train. Probably because they commute a long distance. What do they want: personal concerns – safety, cleanliness and security. Safety is not just an accident. The whole package has to be safe and secure. The train just can't run perfectly safe, everything around it has to run safely and securely. It needs to be clean and well-maintained. How they want it look: the colors, they want it clean, safe, and they want cool colors and metallic. Warm doesn't get much interest. Public's preference is decisive for a sleek, speedy, modern train. That's a word, sleek, that tests really well.

iii. Mr. Neiswender thanked Mr. Stuart for his presentation. He said that we need to be messaging consistent with what the public is telling us they want.

3. Central Florida Commuter Rail Commission – Mr. Neiswender

a. Update on Interlocal Agreements/alternate designations

i. Mr. Neiswender said the last Central Florida Commuter Rail Commission meeting was held Sept. 19 at Metroplan Orlando and the next meeting is set for Dec. 19th. At the September meeting, commissioners discussed the community's relationship with the Central Florida Partnership and how important it was, as we move forward with the legislative process, that the business community and the civic leadership work hand in hand and strategize for the coming session. Mr. Neiswender said Ms. Olore also presented a project update. Commissioners received a briefing on logo and branding, and Mr. Neiswender updated commissioners on the activities of the TAC. We discussed two amendments that govern how we do business.

1. The first amendment to the governance agreement would authorize voting alternative members for the commission and the TAC. We've been authorized to do that by our board. The second is updating some dates that are necessary to conform us relative to the operating agreement and those must be approved first by local governments, and then considered by the commission at its next meeting.

ii. Finally, commissioners thanked Commissioner Bill Lane for serving as Osceola County's representative and as a founding member of the Commission.

iii. The next Commission meeting is tentatively set for 1:30 Dec. 19th at Metroplan Orlando.

iv. Ms. Olore reviewed dates for the individual commission meetings to pass the two changes that Mr. Neiswender referenced. Nov. 17 Osceola; Dec. 2 Orange County; Dec. 4 is Volusia County; Dec. 8th is the City of Orlando; Dec. 9th is Seminole County.

4. Other Committee issues
 - a. Mr. Spinella asked whether the logo and branding process was to name the project, the actual train, or the commission. Ms. Olore said we'll actually be naming the system, and branding it with colors and a logo. We need to do that, for a number of reasons. Once you name something, from the civic side of it, it becomes real. Plus we have to design signs for our logo.
 - b. Mr. Spinella asked about whether future extensions would be named, as well. Ms. Olore said that the community could decide that. Lynx is in three counties. In Utah, for example, the system is called Trax and the Commuter Rail is called the Frontrunner.
 - c. Mr. Stuart said that TAC members would be invited to travel with the Partnership to Charlotte and ride the light rail. They call that line the Blue Line. I think we can do better than that. Lynx operates as lynx, but its name is the Central Florida Regional Transit Authority (RTA). You can have a name and be doing business as the Orange Blossom Express. What we want to stop doing is calling it the Commuter Rail project. Name means personality, and personality gives us an opportunity to move this into the market with a community involvement plan that begins in January. I'm hoping that when we move into the legislative session on March 3, we may have a button that says, "I'm for the Orange Blossom express" – not Central Florida Commuter Rail Transit.

COMMITTEE MEMBER COMMENTS

1. Committee comments
 - a. There were no additional committee member comments

PUBLIC COMMENTS

1. Public comments
 - a. There were no public comments

NEXT MEETING

1. Review of meeting dates, times and location
 - a. The next meeting was scheduled for December 3rd, 1:30 p.m. at the FDOT Orlando Urban Office.

ADJOURNMENT

The meeting was adjourned at 2:35 pm.