

Central Florida Commuter Rail Commission
Technical Advisory Committee

Meeting Minutes

Date: Wednesday, April 7, 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 1:37 p.m.
- Pledge of Allegiance
- Confirmation of Quorum
 - Members in attendance were:
 - Tawny Olore, Florida Department of Transportation
 - Todd Hammerle, Florida Department of Transportation
 - Roger Neiswender, City of Orlando
 - Jim Harrison, Orange County
 - Jerry McCollum, Seminole County
 - George Recktenwald, Volusia County
 - Tiffany Homler, Osceola County
 - Dale Arrington for Michael Pleus, City of DeLand
 - Cassandra Blissett, interim City Manager of DeBary
 - Kristi Aday, City of Sanford
 - Tom Connelly for John Omana, City of Lake Mary
 - Katrina Powell, City of Longwood
 - John Sember for Frank Martz, City of Altamonte Springs
 - Charlie Wallace, City of Maitland
 - Don Marcotte, City of Winter Park
 - Jim Arsenault, City of Kissimmee
 - Lisa Darnall, Lynx
 - David Grovdahl, Metroplan Orlando
 - Members not in attendance were:
 - Karl Welzenbach, Volusia County MPO
- Agenda Review – Tawny Olore, P.E.
 - Ms. Olore provided the agenda review.

ACTION ITEMS

1. Adoption of minutes from March 3, 2010

- a. Mr. Harrison moved adoption; Mr. McCollum seconded and the minutes were adopted unanimously.

DISCUSSION ITEMS

1. Chairman's Report – Mr. Neiswender
 - a. Interlocal Agreements: Mr. Neiswender said that local government officials continue to discuss various amendments to the Interlocal Agreements with FDOT, including conforming to revised schedules, grant requirements, and a change in officers to the Central Florida Commuter Rail Commission. He said that progress has been made toward resolving issues of cost overruns, and if there are any, to what degree FDOT will cover out of the work program if locals decide not to do so. It is anticipated that each local jurisdiction's governing board would approve the changes, which would then be ratified by the Central Florida Commuter Rail Commission.
 - b. Legislative update: Mr. Neiswender said that this year is a much less stressful time than it was last year about this time. He said he was not aware of any known issues with regard to SunRail that require legislative action this year. He said there was a brief effort to defer SunRail funding for one year, which failed. He said the FDOT trust fund is under great attack to balance the budget, which could significantly impact future projects going forward. He urged TAC members to discourage raids on the Transportation Trust Fund.
2. Project Update –Tawny Olore, P.E. and Todd Hammerle, P.E.
 - a. Schedule update: Ms. Olore said that TAC members were provided a draft schedule in their packets, that also has been provided to the Federal Transit Administration. But she stressed that it is a "living" document that will continually be updated. Big picture, FDOT now looks to close on purchase of the corridor and obtain a Full Funding Grant Agreement in the November time frame; starting construction in January-February; and open for operations in the beginning of 2013. She said that FDOT is still on track for FTA approval of the Supplemental Environmental Assessment, hopefully within the next few weeks, with Public Hearings scheduled in mid-to late-May. She said that approval of the SEA is the major critical driver of the schedule at present.
 - b. Federal Transit Administration: Ms. Olore said that FDOT met with the FTA at Regional Headquarters in Atlanta a couple of weeks ago, and we continue to go back and forth with the Supplemental EA document. FDOT is meeting bi-weekly with FTA; monthly with the FTA's PMOC oversight group and quarterly with FTA administrators in Washington and Atlanta.
 - i. CSXT: FDOT is also meeting biweekly with CSXT on issues related to closing on the corridor in escrow. The amended CFOMA, Transition and Contract for Sale and Purchase agreements were signed, and posted on the www.sunrail.com

website. The major change to the CFOMA was to include liability insurance passed by the Legislature in December. There are date changes in the Contract of Sale, and outstanding exhibits. The Transition agreement includes the JRPA to create a new dispatch desk. That is a major item for construction, as FDOT learned from South Florida that CSXT dispatchers handled dispatch on the Tri-Rail line during construction and also dispatched about 100 miles of other territory. So construction folks would get in a line and it sometimes held up construction. What we decided to do was create a Central Florida territory called the Central Florida Rail Corridor. To do that, we have to turn the signals around so that there's a pass off between CSXT and the dispatch desk. FDOT will contract back out to CSXT for dispatch services during construction, at a cost of about \$1.4 million that will be split between CSXT and FDOT. That requires about a 9-month lead time to prepare for actual construction.

- ii. FDOT is also talking with Florida Central Railroad to establish operating agreements. Those talks are active and ongoing.
 - iii. FDOT also submitted an application to the Surface Transportation Board on March 31st, which will determine whether or not interstate commerce is still being allowed on a corridor that is being sold. STB will determine whether they have jurisdiction over the corridor. However, the transaction was set up so that CSXT retains a freight easement so that interstate commerce is maintained.
- c. Federal Railroad Administration
- i. FDOT met recently with the FRA Regional Administrator Patrick Plumb. FRA key staff will be back in Orlando today and tomorrow to perform a collision hazard inventory analysis for SunRail stations. The goal is that when FDOT builds stations, FRA wants to make sure that passengers will be safe, there's enough fencing and security integration into the SunRail safety plan to ensure that occurs and that FRA is comfortable with all safety plans. Mr. Hammerle said the morning meeting was about "System Safety 101" and the goal was to continue building a relationship with FRA so that when SunRail service does begin, that relationship is intact. Discussions will also focus on good and bad practices across the country, and a visit to stations to inventory potential hazards that might exist.
 - ii. Procurements: FDOT is reviewing the separation of the signal maintenance work to labor union work. FDOT has met with both labor unions, as well as the DBM contractor Archer Western, and everyone has a general understanding of what work is required. FDOT is now finalizing the contract with Archer Western, and carve out of the signal maintenance work. The CEI, coaches and

cab cars contracts cannot be executed until the Supplemental EA process has been concluded.

- iii. FDOT is expecting best and final offers from Bombardier for coaches and cab cars next month. An intent to award a contract to Motive Power for locomotives is moving forward. A best and final offer has been received, and FDOT is within the budget.
- iv. FDOT is finalizing the Ticket Vending Machines contract, and hopes to advertise within the next few weeks. FDOT is looking to comply with proposed legislation for fare collection systems as part of that contract.
- d. Right-of-Way acquisition
 - i. FDOT continues to make progress acquiring right-of-way.
- e. Station design
 - i. FDOT has reviewed station designs, and will incorporate any hazards that are identified during meetings with the FRA. FDOT hopes to advertise the station construction contract later this year. Ms. Olore said that FDOT has also met with Seminole County to hold a refresher course on station designs, and will meet with DeBary this afternoon. FDOT also has been working with Orange County on the Sand Lake Road station, and is meeting with Florida Hospital. If any other jurisdiction would like a similar refresher course, please let FDOT know.
- f. Bus connectivity briefings
 - i. At the last TAC meeting, John Mason and Elizabeth Suchsland of Votran did a great job providing an overview of bus feeder system. More in depth briefings are scheduled April 20 and 21st with individual jurisdictions. Ms. Gutierrez thanked local officials in advance for accommodating the briefing schedules.
 - ii. Mr. McCollum asked whether an anticipated briefing to the County Commission could include bus connectivity information, as well.
 - iii. Ms. Olore said that FDOT had met with Seminole County Commission Chairman Bob Dallari the day before, and was planning a workshop similar to one provided recently to the Orlando City Commission. Ms. Olore said that Seminole County was planning on inviting Mayors and City/Town Managers to that briefing, as well to get them up to speed on the project status.
 - iv. Mr. Harrison said he thought that was a great idea, and would include local officials at a similar briefing scheduled for Orange County.
 - v. Ms. Olore said that Chairman Dallari said that he was getting so many questions about the project from different jurisdictions, that he thought it would be good to include them in future discussions.
 - vi. Mr. Neiswender noted that the Orlando briefing included information about High Speed Rail so that commissioners were aware of connectivity and coordination efforts. Mr. Harrison said

we intend to do the same thing. Ms. Olore said she thought the Orlando briefing was well-received by city officials.

- vii. Mr. Arsenault asked whether bus connectivity briefings will extend to Phase II, in Kissimmee.
- viii. Ms. Olore said that bus plans for Phase II are not as detailed as Phase I, but components will connect. FDOT would be happy to include Kissimmee in the briefings.
- ix. Mr. McCollum asked about Joint Use agreements between the counties and FDOT with regard to security, maintenance and so forth. He said that local jurisdictions are beginning to craft budgets, and that performance standards for those agreements would help expedite the process.
- x. Ms. Olore said that FDOT was meeting Friday with regard to the agreements and Mr. Hammerle said he would report back to Mr. McCollum on the status of the agreements.
- xi. Mr. Grovdahl asked about the status of Amtrak. Mr. Hammerle said that agreements are being worked out at the Tallahassee level. FDOT will accept the Amtrak operating agreement as it is with CSXT and anticipates that agreement will extend through our acquisition of the corridor, so that they will operate the same.
- xii. Mr. Marcotte asked whether the SEA will include information about the change in technology to push-pull locomotives and questioned when the SEA will be complete.
- xiii. Ms. Olore said the SEA would include information about the change in vehicle technology, was substantially complete and that FDOT is just going back and forth with FTA on some of their comments. The SEA should be wrapped up and signed within the next few weeks.
- xiv. Mr. Neiswender asked about Diesel Multiple Units that are currently in revenue service in South Florida. He asked whether they will be utilized for SunRail as originally anticipated.
- xv. Ms. Olore said that FDOT does not plan at this point to utilize the vehicles for SunRail, as FDOT was able within the current budget to get all new push pull vehicles. FDOT may bring up the DMU coaches, but has enough new locomotives to get a brand new fleet within budget. FDOT was also interested in having the same vehicle types in the SunRail fleet to help with operations and maintenance costs. She said the problem with some of those DMUs is that the manufacturer went out of business, so there's an issue with getting spare parts. Nonetheless, FDOT is watching closely because another company bought the assets of Colorado Rail Car.
- xvi. Mr. Neiswender said he was in total agreement with that assessment. We will have enough new things to grapple with that working with dissimilar equipment need not be one of those challenges.

- xvii. Mr. Marcotte asked whether operations and maintenance spreadsheets have been updated to reflect FDOT's assumption of \$237 million in corridor acquisition costs.
- xviii. Ms. Olore said that FDOT is now looking at operations costs. She said that FDOT updated the overall operations spreadsheet to ensure that caps in the Interlocal agreements are not exceeded, and they are not. But updated spreadsheets will not likely be available until the end of April or May. But rest assured, the operating costs themselves, while they have increased due to the passage of time and for other reasons, we have a lot more information than we did for the original spreadsheet. We know more about the revenues coming in from Amtrak and CSX, our third party agreements, and a variety of sources. The caps are still good numbers and we'll be updating those individually.
- xix. Ms. Homler asked about obtaining a schedule for Phase II. Ms. Olore said she would send that to Ms. Homler.

COMMITTEE MEMBER COMMENTS

1. Committee comments: Ms. Olore said that FDOT has been meeting with different elected officials, and was a bit concerned that some have said they would like more information about the project. Ms. Olore said that quite a bit of information about the project is distributed monthly at TAC meetings. She asked that TAC members let elected officials in each of their jurisdictions know that they attend TAC meetings every month, and to share information distributed at these meetings. If anyone has any questions, or would like FDOT to speak directly with elected officials, please let Ms. Olore know.
2. Mr. Neiswender noted that the TAC has two functions: to review and provide input on technical issues related to SunRail that that the funding partners understand the issues. The second role was that TAC members assume responsibility for taking back information gleaned at TAC meetings to educate local government managers and elected officials as this process evolves. That is one of the reasons that TAC members get graphic information on a monthly basis to brief back your elected officials. I would encourage you to please do that, so that they are well informed when they come in contact with the general public. Please do communicate frequently, early and often to your managers and your elected officials.
3. Mr. McCollum noted that it would be helpful to send out electronic versions of the summary Power Point presentations provided at every TAC meeting to facilitate these briefings. Ms. Olore said that FDOT would be happy to do that.
4. Mr. Neiswender said he wanted to make an important distinction with regard to operating agreements. We are agreeing to operate these systems for the life of the Full Funding Grant Agreement, or 20 years. We are coming to the understanding that it actually commences the date you start revenue service on Phase II in early 2015. So we have an event that is the estimated trigger. For everyone's clarity and

understanding, we assume our obligation will run from early 2015 to early 2035, in terms of our minimum obligation to the federal government. If you shut down then you may owe some money back. I think that's an important concept.

PUBLIC COMMENTS

1. Public comments
 - a. There were not public comments

NEXT MEETING

1. Review of next meeting date
 - a. The next meeting was set for 1:30 p.m. on Wednesday, May 5, 2010, at the FDOT Orlando Urban Office, 133 South Semoran Blvd., Orlando

ADJOURNMENT

The meeting was adjourned at 2:17 p.m.