

Central Florida Commuter Rail Commission  
Technical Advisory Committee

**Meeting Minutes**

Date: Wednesday, May 5, 2010

Time: 1:30 p.m.

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

- Call to Order – Technical Advisory Committee Chairman Roger Neiswender
  - The meeting was called to order at 1:36 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
    - Tom Connelly for John Omana, City of Lake Mary
    - 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
    - David Grovdahl, Metroplan Orlando
    - Karl Welzenbach, Volusia County MPO
  - Members not in attendance were:
    - Lisa Darnall, Lynx
    - Dale Arrington for Michael Pleus, City of DeLand
    - Cassandra Blissett, City of DeBary
    - Ken Fischer, Votran
    - Katrina Powell, City of Longwood
    - Kristi Aday, City of Sanford
- Agenda Review – Tawny Olore, P.E.
  - Ms. Olore provided the agenda review

**ACTION ITEMS**

1. Adoption of minutes from April 7, 2010

- a. The minutes were unanimously adopted upon a motion by Mr. Recktenwald; seconded by Mr. Welzenbach

### **DISCUSSION ITEMS**

1. Chairman's Report – Mr. Neiswender
  - a. Status of Interlocal Agreements
    - i. Mr. Neiswender said that revisions to the Interlocal Agreements are being reviewed by attorneys and funding partners. The governance agreement has been pretty well worked through, and should be complete within a day or two. The revisions should be on commission agendas by the end of the month or early June. That will conclude the resolution that we need for insurance, date changes and minor changes in the agreements. Ms. Olore provided tentative dates for approval of the changes by each funding partner.
  - b. Legislative update
    - i. Mr. Neiswender said that the very best thing to be said is that the legislative session concluded without any direct or indirect hits that we can identify for SunRail. All transportation over time will be impacted by a \$160 million raid of the transportation trust fund, and ultimately there may be some slight improvement, based on using some of the stimulus funding, but that remains to be seen. For all local governments, there will be impacts to transportation programs, but no direct impact to SunRail.
    - ii. Ms. Olore said that there was a \$3.5 million designation of funds for any jurisdiction of less than 40,000 in population that also has an intercity passenger rail station, and is within the SunRail corridor for an upgrade to quiet zones. The provision apparently qualifies two jurisdictions: Winter Park and DeLand. So the Florida Department of Transportation (FDOT) will examine that provision to see if stays in the budget and is signed by the governor.
    - iii. Mr. Welzenbach asked whether it was part of a grant program. Mr. Hammerle said that it was proviso language in the budget, that would come off the top of the budget for rail programs, and go to DeLand or Winter Park for quad gates. If it is approved, Mr. Hammerle said that FDOT will see how that provision can be included within the Design-Build contract (for construction within the CSX right-of-way) for SunRail. He said that the language specified that qualifying jurisdictions must have an intercity passenger rail station, which was interpreted as an Amtrak station. Mr. Hammerle said that FDOT is working on better understanding the proviso language and wanted to share with Technical Advisory Committee (TAC) members that it was included in the

Legislature's budget. FDOT's current interpretation is that Winter Park and DeLand would qualify, and if it stays, we're working on exactly what it means.

- iv. Mr. McCollum asked about the specific qualifying criteria. Mr. Hammerle said it specified municipalities with less than 40,000 people. Mr. McCollum asked whether Sanford would qualify. Ms. Olore said that Sanford does not have an intercity passenger rail station.
- v. Mr. Neiswender said that the language was good news for some.

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

### a. Federal Transit Administration

- i. Ms. Olore said that the Second Supplemental Environmental Assessment (or SEA) was approved by the Federal Transit Administration (FTA) on April 20, 2010. That is significant because once the FTA awards a Finding of No Significant Impact or FONSI, FDOT can start moving forward with the execution of procurements. Public Hearings are scheduled for May 25 and May 27 in all four counties. Ms. Olore provided details about the specific hearing sites. Notifications were sent out April 30, and all information is posted on the [www.sunrail.com](http://www.sunrail.com), including approved environmental documents.
- ii. Mr. Welzenbach asked what time the Public Hearings will be held. Ms. Olore said that an Open House will be held starting at 6 p.m. and the formal presentation will begin at 7 p.m.
- iii. Mr. Marcotte asked whether information is posted on the [www.sunrail.com](http://www.sunrail.com) website. Ms. Olore said that all information is posted on the website.

### b. Schedule update

- i. Ms. Olore said that the schedule has been updated, but said it is a working schedule and updates will continue to be made. She also said that a Phase II schedule has been drafted. Highlights include obtaining a Full Funding Grant Agreement (FFGA) in the November/December timeframe and moving towards construction at the beginning of 2011. Once the FFGA is signed for Phase I, engineering and design efforts will begin on Phase II, which should be open by 2015.

### c. Procurement activities

- i. Mr. Hammerle said that the big push in May was to get the signal maintenance contract ready for bid, as Secretary Kopelousos committed in December. That portion of work has been removed from the DBM (Design-Build-Maintain contract for work within the CSXT right-of-way) scope, and it should be advertised in May or June. FDOT is also meeting with Archer Western (the DBM contractor) on a number of different fronts, including the maintenance of way de-scope, the vehicle storage and maintenance

facility at Rand Yard, and some changes to stations. The plan is to have Archer Western under contract by the end of June.

- ii. The construction oversight contract (or CEI contract) with the engineering firm of HNTB is nearly complete, but on hold until Archer Western is under contract, Mr. Hammerle said.
- iii. FDOT continues to work with Bombardier on the procurement of coaches and cab cars. The company had a number of legal questions that we're answering. The contract for locomotives with Motive Power is nearly complete.
- iv. FDOT recently met with the Federal Railroad Administration to review safety issues at the stations. FDOT is also working with the Transportation Security Administration on issues such as cameras in vehicles, and is negotiating with vendors for coaches, cab cars and locomotives to implement those recommendations.
- v. Ticket Vending Machines (TVMs) are expected to be advertised following legal concurrency, Mr. Hammerle said. Mr. Welzenbach asked whether the TVMs will be separate and independent from VoTran ticketing machines. Ms. Olore said that they will be compatible with the VoTran machines.
- vi. Mr. Welzenbach asked whether signage will comply with the Americans with Disabilities Act and are included in station designs. Ms. Olore said that they were.
- vii. Ms. Joanne Counellis of Lake Mary, a member of the public, asked whether vending machines will be at the Lake Mary station. Ms. Olore said that the contract should go out in May, and be open when service begins in 2013. Ms. Counellis asked if the schedule could be moved up to begin service prior to 2013. Mr. Neiswender said that 2013 was the target date for operations, and thanked Ms. Counellis for her comments.

d. CSXT

- i. FDOT continues to meet with CSXT on a monthly basis. The next meeting is scheduled for May 26 to finalize environmental documents for the purchase and sale of the corridor. FDOT is also working on exhibits required for the purchase and sale documents. The Joint Rail Projects Agreement (or JRPA) has been executed to start the process of designating the Central Florida Commuter Rail corridor so that there will be a dedicated dispatcher within CSX assigned to our corridor.
- ii. FDOT submitted its application to the Surface Transportation Board (or STB) on March 31. Comments were due on April 30. Mr. Hammerle said that comments were received from the Brotherhood of Railroad Signalman and from Amtrak, and FDOT will respond to the comments by May 17.

e. Amtrak

- i. Negotiations with Amtrak are being handled by Tallahassee executive staff, Mr. Hammerle said.
- f. Federal Railroad Administration
  - i. Ms. Olore introduced Joe Antonucci as the new COO, and noted that Pete Turrell is working towards retirement but will continue to be a technical advisor on the project. Mr. Antonucci is now working in Florida full-time. Mr. Antonucci said that FDOT has been updating Federal Railroad Administration (FRA) documents and met with the FRA last month to provide an update with regard to exactly where we're at with the project. Much progress was made, but work remains to be completed. FDOT will be meeting with First Responder agencies (police, work and emergency rescue personnel) on May 12<sup>th</sup>, to provide them an update of where we'll be operating, some of the time frames for construction and operations and to begin developing a relationship so that they understand our needs and we understand theirs.
  - ii. Ms. Olore said that 26 people are expected to attend the meeting. The Transportation Security Administration has become much more active in the planning for SunRail, and recently participated in a field assessment of some of the stations. Mr. Hammerle said many of the FRA documents require contractor input, which will be provided once those contractors are on board.
  - iii. Mr. Hammerle also said that some of the issues raised by Amtrak are bigger than SunRail and Central Florida, and that there hasn't been much movement in that effort nationwide. He said that FDOT feels it will be resolved, and that SunRail project staff is anxious to get that resolution to move forward.
- g. Right-of-Way acquisition
  - i. Ms. Olore said that FDOT closed on another corridor parcel, and received Federal Transit Administration (FTA) approval to move forward with parcel acquisitions at DeBary, Sand Lake Road and Kissimmee. DeBary and Sand Lake Road should be closed out this month, and negotiations on the Kissimmee parcel with CSXT are moving forward.
- h. Station design
  - i. Station design updates are not currently on the critical path, as the contractor will not come on board until later this year or early next year. But due to discussions with the Federal Railroad Administration (FRA), FDOT is gathering more information on safety issues and working with the DBM contractor (responsible for construction within the CSXT right-of-way) to ensure that all questions are resolved.
  - ii. Ms. Homler asked that information about station designs and right-of-way acquisition be clarified to specify that they are for Phase I only, to allow Technical Advisory Committee members to accurately brief commissioners. Ms. Olore said that will be done.

- iii. Mr. Marcotte asked whether platform modifications are required for Americans with Disabilities Act (ADA) compliance and the new locomotives and cab cars. Ms. Olore said that the height of the platform is at 15 inches, and the height of coaches and cab cars are in the low 20s. What FDOT proposed is to have lifts on each of the cars, and mini-high platforms where appropriate. Mr. Marcotte asked whether the mini-high platforms are mobile. Mr. Antonucci said that the mini-highs are integrated into the platform. Mr. Marcotte said that current plans don't show the mini-highs. Ms. Olore said that not all of the platforms will have mini-highs, and that engineers and architects are looking at that now.
- iv. Mr. Welzenbach asked how the mini-highs work. Mr. Antonucci said that the platform will be higher to provide level boarding. On board the trains, the equipment will be a ramp and a bridge plate and will connect to the mini-high so that it's level. Ms. Olore said that lifts will be included, as well as mini-high platforms, for redundancy.
- v. Mr. McCollum asked whether the mini-highs will have rails. Mr. Hammerle said that they would.
- vi. Mr. Neiswender asked when jurisdictions will know whether stations will have the mini-high feature. Mr. Hammerle said that design work is expected to be complete in about two weeks.
- vii. Mr. Marcotte invited TAC members to attend a National Train Day Celebration in Winter Park on Friday, with Mayor Ken Bradley, Congresswoman Brown and Congressman Mica.

### **COMMITTEE MEMBER COMMENTS**

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

### **PUBLIC COMMENTS**

1. Public comments
  - a. Ms. Counellis of Lake Mary said that she hoped SunRail would be operational before she turns 59, as she just turned 58 a week earlier. Mr. Neiswender said that while he would love to be able to provide SunRail service earlier, we will not be able to do that until early 2013. Unfortunately, we don't have control of the Florida Legislature, so we are somewhat beholden to their schedule. We will do our absolute best to get it done by 2013. Mr. McCollum added that the train is on the track, you just have to be patient getting there. Ms. Counellis said that Paula Dockery should not be able to stop the project again.
  - b. Erin Clausen, a member of the audience, said he has been following SunRail and High Speed Rail with great interest, and was particularly interested in the connection between the two. He said he wanted to submit

advantages for using the OUC utilities spur for SunRail connection to the airport. The spur to my knowledge is already owned by the county and would run parallel to the high speed tracks. In European cities, they already do this. He suggested sharing the same maintenance facilities with high speed rail. Mr. Neiswender said that Central Florida Commuter Rail Commission board members meet once a quarter, and that need for interconnectivity was identified. Orange County Mayor Richard Crotty assumed the leadership of working on that coordination function. FDOT and the Federal Transit Administration also have had conversations about advancing connectivity options.

- c. Ms. Olore said that FDOT is writing a scope to look at connectivity options, as well. In addition, Orlando International Airport executives are looking at designs to accommodate SunRail at the airport. Mr. Neiswender said that he would make sure that Mr. Clausen's proposal is transferred to appropriate personnel for consideration.
- d. Ms. Counellis said she understood that Lake Mary and Longwood would be getting LYNX pick-up van service. Mr. Hammerle said that service will coordinate with SunRail service. Ms. Counellis thanked Mr. McCollum.

#### **NEXT MEETING**

- 1. Review of next meeting date
  - a. The next Technical Advisory Committee meeting date was set for June 2, 2010

#### **ADJOURNMENT**

The meeting was adjourned by unanimous consent at 2:15 p.m.