

Technical Advisory Committee Meeting

February 3, 2016

1:30 p.m.

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

Attendees

Tawny Olore, FDOT
John Anguilli, Volusia County
Dale Arrington (Michael Pleus), Deland
Matt Boerger, Debarry
Brett Blackadar, Seminole County
Jordan Smith, Sanford
John Omana, Lake Mary
Sheryl Bower (Jon Williams), Longwood

Alisha Maraviglia, Altamonte Springs
Don Marcotte, Winter Park
Claudia Korobkoff, Orlando
Mary Moskowitz, Osceola County
James Arsenault, Kissimmee
Andrea Ostrodka, LYNX
Steve Sherrerr, VoTran
Vince Wang, Volusia TPO

Not Present

Jim Harrison, Orange County
Noel Cooper, Maitland

Gary Huttman, MetroPlan Orlando

Minutes

Meeting was called to order by TAC Chairman, Claudia Korobkoff, at 1:30 p.m.

Pledge of Allegiance

Confirmation of Quorum

Agenda Review by Tawny Olore

Action Items: Adoption of Meeting Minutes

Presenter: Claudia Korobkoff

- Ms. Korobkoff requested that the meeting minutes be amended to include her request of an update regarding business development activities. The minutes as amended were unanimously adopted.

Agenda Item: Chairman's Report

Presenter: Claudia Korobkoff

- December 2nd was the last Commission meeting
 - Discussion of eliminating the late night train and inserting mid-day train and extra crews
 - Next meeting is March 2nd
 - Election of Officers
- Discussion of transitioning SunRail to local governments by 2021 and letter sent by Mayor Dyer to local governments regarding the history of SunRail.
- Election of Officers for TAC has been scheduled for April

Agenda Item: SunRail History

Presenter: Tawny Olore

- 1992 – Central Florida Commuter Rail Authority Project Feasibility Study
- 2002-2004 – Central Florida North/South Commuter Rail Alternatives Analysis
 - FDOT took over the rail project in 2003
- 2004 – CSX negotiations begin and local funding partners agree to pay for CRT environmental studies
- 2005 – Central Florida Commuter Rail Transit is named #1 transportation funding priority
- August 2006 – Agreement was reached with CSXT
 - Gov. Bush approved
- September 2006 – FDOT agreements with the 5 local funding partners

- Discussed how the system would be paid for, how it would be governed and how it would move forward with operations
- July/August 2007 – Negotiations completed - local governments approved (unanimously) interlocal agreements for funding, operations, and governance
- 2008-2009 – Legislative deliberation (took three tries and passed in December 2009)
 - Needed legislative approval for insurance for the railroad
 - State had concerns with the deal with CSXT
- July 2010 – FDOT commits to pay for rail corridor, locals relieved of debt for fixed guideway bonds (\$173mil paid by State)
- December 2010 – Contractual service agreements were signed with Amtrak
- July 18, 2011 – Phase I FFGA signed (\$357.4 million for capital)
- November 2, 2011 – FDOT purchased the CFRC (Central Florida Rail Corridor) from CSXT
- January 27, 2012 – Groundbreaking Ceremonies were held and construction began
- July 29, 2013 – FDOT took over dispatch operations of the CFRC from CSXT
- May 1, 2014 – SunRail Phase 1 began operations
- September 28, 2015 – FFGA signed for Phase 2 South (4 additional stations, 17 miles, \$187mil) which is anticipated to open late 2017/early 2018
- Phase 2 North (to Deland) is in progress
 - Design progressing
 - Federal funding options under review

Agenda Item: Railroad Agreements

Presenter: Tawny Olore

- CSX Agreements
 - Central Florida Operating and Management Agreement (November 30, 2007)
 - Transition Agreement (November 30, 2007)
 - Replaced by CFOMA
 - Contract for Sale and Purchase (November 3, 2011)
 - Aloma Spur option
 - DeLand Spur option
 - Consists of Deeds and Environmental Regulations
- FCEN (Central Florida) Operating Agreement (July 11, 2011)
 - In effect for 5 years, and continues unless terminated with 12 month advance notice
- Amtrak Operating Agreement (July 11, 2011)
 - In effect for 10 years, and continues unless terminated with 12 month advance notice
 - 6 Amtrak trains use the corridor daily

Agenda Item: Interlocal Agreements

Presenter: Tawny Olore

- Interlocal Governance Agreement
 - Between 5 local funding partners (FDOT is not included); creates local governance structure and establishes the Central Florida Commuter Rail Commission (CFCRC), Technical Advisory Committee (TAC) and Customer Advisory Committee (CAC), and also establishes operating, insurance and capital plan contributions for base service operations
- Interlocal Funding Agreement
 - Between FDOT and local funding partners which details financing responsibilities and cost thresholds for FDOT and local governments
- Interlocal Operating Agreement
 - Between FDOT and the Central Florida Commuter Rail Commission which details base service requirements, fare structure, maintenance, security, marketing, staffing, administrative functions, funding obligations, reporting requirements, budgets, and roles and responsibilities of FDOT and local government funding partners
 - Enters into Joint Use Agreements
- Joint Use Agreements (JUA)
 - Details corridor, security and maintenance responsibilities between FDOT and local funding partners

Agenda Item: Ownership/Management

Presenter: Tawny Olore

- For first 7 years, FDOT is solely responsible for development, design, engineering, reconstruction, construction, installation, procurement, operation, dispatch and maintenance

<ul style="list-style-type: none"> ○ CFCRC acts as an advisor to FDOT ○ TAC and CAC serve in an advisory capacity to CFCRC and FDOT ● After 7 years (May 1, 2021), the CFCRC will assume all responsibility for the system <ul style="list-style-type: none"> ○ FDOT retains ownership of the corridor and provides easement to CFCRC ○ Property purchased with federal or state funds subject to federal/state review regarding disposition of property ○ Commission must put in place a transition and implementation system 6 months prior to taking over
<p>Agenda Item: Stations Presenter: Tawny Olore</p> <ul style="list-style-type: none"> ● Responsible by locals – JUAs detail station, housekeeping, maintenance, parking lots, and security are assigned to CFCRC after 7 years ● Local governments have development rights at each station
<p>Agenda Item: Operations and Maintenance Presenter: Tawny Olore</p> <ul style="list-style-type: none"> ● During FDOT funding period, service level adjustments must be agreed to by local governments, including a decision on cost allocations ● Following FDOT funding period, local operations and maintenance costs are based on average boardings at stations (peak and total boardings at each station)
<p>Agenda Item: Partner Investment Presenter: Tawny Olore</p> <ul style="list-style-type: none"> ● Central Florida Commuter Rail System <ul style="list-style-type: none"> ○ \$615 million in Capital Costs (Interlocal Agreements) <ul style="list-style-type: none"> ▪ Federal - \$307.5 million ▪ State - \$153.75 million ▪ Local - \$153.75 million ● System Operations and Maintenance <ul style="list-style-type: none"> ○ State pays operations and maintenance costs for the first 7 years of operation (\$34.4 million for FY 2015) ○ Local governments in year 8 (May 1, 2021) and beyond
<p>Agenda Item: Contracts Presenter: Tawny Olore</p> <ul style="list-style-type: none"> ● Operations and Maintenance <ul style="list-style-type: none"> ○ <i>Bombardier</i> (biggest contractor) <ul style="list-style-type: none"> ▪ 10 year contract ▪ Transferable to CFCRC ▪ Responsible for all Operations and Maintenance activities along the 61.5 mile Central Florida Rail Corridor ▪ Maintenance Services: Inspect, maintain and repair all property (Rail, Ties and timber, Track structure, Ballast and roadbed, Highway grade crossing, Drainage, Fencing, Building and facility, Switch machine, Bridge, Signal, Materials management, Flag protection, Cleaning of vehicles, platforms, and ROW, Maintenance of HVAC systems, Disposal of hazardous materials, Operation of movable bridge, Environmental services, and Training and qualification of O&M personnel) ▪ Transportation Services: Staff trains with locomotive engineers and conductors, Provides dispatch services for the entire corridor, Provides bridge tender services, Provides required training to transportation personnel, Provides lost and found services, Provides customer services, and Provides IT support for all systems ● Signal Maintenance of Way <ul style="list-style-type: none"> ○ <i>Herzog</i> <ul style="list-style-type: none"> ▪ 7 year contract ▪ Transferable to CFCRC ▪ Maintains signal systems along the 61.5 mile Central Florida Rail Corridor ● Marketing/Business Development <ul style="list-style-type: none"> ○ <i>Data Transfer Solutions</i> <ul style="list-style-type: none"> ▪ 12 year contract ▪ Transferable to CFCRC ▪ Services: Community outreach, Marketing and advertising activities, Business development, Outreach support, Website development and maintenance, Videography, Branding, Ambassador management, Special events and Ridership growth strategies

- Vehicle Heavy Maintenance
 - *Amtrak* (Sanford)
 - 7 year contract
 - Transferable to CFCRC
 - Services: Heavy maintenance of SunRail locomotives and cab cars
- Program Management – Operations Oversight
 - *CH2M Hill*
 - 10 year contract
 - FDOT General Engineering Contract
 - Transferable to CFCRC
 - Acts as an agency staff, an extension to FDOT, overseeing contract compliance, construction, operations, maintenance, and all aspects of the project, including expansion plans and audits

Agenda Item: Ridership

Presenter: Miguel Torres

- Trends
 - Ridership
 - December 2014 vs December 2015: Ridership has slight increase in 2015 (Holidays fell on the weekends)
 - January 2015 vs January 2016: Ridership decreased in 2016 (low gas prices and bad weather could be factors)
 - On-Time Performance (OTP)
 - December 2015 and January 2016 – decrease due to corridor incidents
 - Bicycle Boardings
 - Stays steady
 - ADA Boardings
 - Increased throughout 2015
 - Decrease in January 2016 (bad weather?)
- Incidents
 - 20 incidents occurred in 2015 (11 were SunRail incidents)
 - 4 incidents have occurred as of today in 2016 (3 are SunRail)
 - 2 were grade crossing incidents due to bad weather (cars turned onto tracks instead of roads)
 - At all crossings, there are signs posted with information to contact dispatch if a vehicle is stuck on the track. There are 120 grade crossings along the corridor (most are in Orlando area)
 - Most incidents occur in Longwood
 - Longwood received a grant from Homeland Security to help ensure railroad safety and security

Agenda Item: LYNX

Presenter: Andrea Ostradka

- Most LYNX connectivity takes place at the Sanford station and Florida Hospital station
- Ridership decreased in January 2016 (compared to January 2015) which could also be caused by low gas prices and bad weather
- LYNX receives calls regarding SunRail (mainly connectivity questions)

Agenda Item: Votran

Presenter: Steve Sherrerr

- Ridership for 2015 is 31% above average compared to 2014 (up 10% monthly)
- A decrease occurred in December 2015 (low gas prices/bad weather)

Agenda Item: Project Update

Presenter: Tawny Olore

- Phase 2 South
 - Ongoing coordination with FTA, FRA and locals regarding grade crossing safety improvements
 - Ongoing safety education and public outreach campaign
 - Groundbreaking ceremony location scout underway
 - Wayside Signals/Grade Crossing Warning System – added to DB corridor contract
 - February 3rd was the first day of laying rail for double tracks
 - Ties anticipated February 15th

- Pipeline installation to be complete by end of February (Kinder Morgan Relocation)
- Open for Revenue service is anticipated end of 2017/beginning of 2018
- Phase 2 North
 - 30% design plans complete for track, signals and communications
 - 30% design plans complete for Deland Station
 - Station design coordinated with locals and Amtrak
 - Still looking for federal funding
- Phase 3
 - FTA granted acceptances into Project Development (“PD”) in October 2015
 - HDR contracted to perform Project Development & Environmental (“PD&E”) study; scheduled for completion Q1 2017
 - FTA provided Categorical Exclusion class of action determination on January 5, 2016
 - Ridership model complete and preliminary ridership numbers under development
 - Concepts under development to tie into OIA Intermodal Center
 - Technology assessment and data collection underway
 - Public hearing will be held this fall

Committee Comments:

- Chairman Korobkoff stated that she has received requests for a change in venue for future TAC Meetings. Sheryl Bower suggested the location to be at a place accessible when taking the train. Committee ideas included: MetroPlan, LYNX, Orlando City Hall, Winter Park Welcome Center, and Florida Hospital.

Public Comments:

- Joanne Counelis stated she would like a bus stop at the Longwood Station platform before Spring. She also requested to have SunRail train service 24/7 with holidays included.

Next meeting will be held **April 6, 2016** at Florida Department of Transportation, Orlando Urban Office, 133 South Semoran Boulevard, Orlando, Florida 32807.