



Community Liaison Group (CLG) Meeting #3 - Meeting Notes

Attendees: **CLG Members**

Date: October 28, 2015
Time: 1:30 pm – 3:00 pm

- Dave Castagnacci, VCARD/FCARD
- Michelle “Missy” Chaves, DeLand Chamber of Commerce
- Bill Braniff, Daytona International Speedway
- Doug Bolas, Daytona International Speedway
- Joie Alexander, Halifax Civic League
- Thomas LoBasso, Daytona State College
- Gregory Carroll, Stetson University
- Janie Graziani, Stetson University
- Karen Locke, Volusia County Land Management
- Doug Hall, Citizen Advocate for Persons with Disabilities
- Nancy Burgess-Hall, Citizen Advocate for Persons with Disabilities
- Claudia Roth, League of Women Voters, Volusia County
- Joe Bitar, FDOT
- Libertad Acosta-Anderson, FDOT

Consultant Team

- Alan Danaher, Parsons Brinckerhoff
- Adriana Rodriguez, Parsons Brinckerhoff
- Ginger Corless, Tindale Oliver
- Jamie Snow, AECOM
- Pat Northey, Public Information Liaison, Ghyabi & Associates Consultant to FDOT
- Maryam Ghyabi, Ghyabi & Associates Consultant to FDOT

Place: Volusia County Administration Center
1st Floor Training Room
123 W. Indiana Avenue
DeLand, FL 32720

Project No.: 173970A
Re: Volusia Transit Connector Study
Community Liaison Group Meeting # 3

Prepared by: Ginger Corless

NOTE: These meeting notes are Parsons Brinckerhoff’s attempt at capturing the key discussion points, decisions, action/follow up items, and resolutions discussed at the meeting. If you would like to clarify or comment on any point, please notify Alan Danaher by phone (407-587-7835) or email (danaher@pbworld.com) within 48 hours of this email distribution. ***If no comments are received within 48 hours, these meeting minutes will be assumed to serve as the official meeting record.***

Meeting Handouts:

- CLG Meeting #3 Agenda and Presentation
- November Public Meeting Flyer

Meeting Highlights

Welcome

Joe Bitar, FDOT, welcomed everyone to the meeting and asked for a round of introductions. Joe emphasized the importance of CLG to serve as citizen advocates and to assist in getting the word out about the upcoming November meetings.

PowerPoint Presentation & Related Discussion

1. AGENDA (slide 2)

Alan Danaher then reviewed the meeting agenda and the format for the presentation. He informed the group that since the last CLG meeting in April, the public meetings were held to review the initial alternatives. Based on information gained through the public meetings, the team then performed an analysis of the six alternatives, plus an additional alternative suggested by the public. Following discussions with the municipalities, the County and the Project Advisory Group (PAG) two refined alternatives were identified (Alternative #4 – BRT Route and Alternative #5 – Rail Route).

2. INITIAL ALTERNATIVES (slides 3-9)

Alan reviewed the initial alternatives that were presented at April public meetings.

- Alternative 1 – 1-4/Orlando & S.R. 44 Express Route
- Alternative 2 – 1-4 Commuter Rail from DeBary
- Alternative 3 – 1-4/DeBary Station Express Bus
- Alternative 4 – U.S. 17/92 & DeLand Station BRT/Express Bus
- Alternative 5 – 1-4 Commuter Rail via S.R. 472
- Alternative 6 – 1-4 Express Bus via S.R. 472

3. APRIL PUBLIC INVOLVEMENT (slide 10-14)

- At the April 2015 public meetings there were 120 attendees, over 65 written comments received and over 15 comment cards received.
- The public survey on the initial alternatives resulted in the top 3 preferences as 1) Alternative #5 Commuter Rail using S.R. 472 in Orange City; 2) Alternative #2 Commuter Rail using Dirksen/Utility easement in DeBary; and 3) Alternative #3 Express bus using I-4 from the DeBary Station.
- Alan reviewed the general themes that were derived from the public comments (see slide 13).

- Based on public comments a Public Alternative was proposed using Commuter Rail on U.S. 92 from the DeLand SunRail Station to the potential intermodal station at the Daytona International Airport then BRT, local bus, or street car from the intermodal station to the Votran Downtown Transit Center. It was noted that this option did not provide a connection to Deltona.

4. INITIAL ALTERNATIVES EVALUATION (slides 15-21)

- Alan reviewed each of the 5 screening goals.
- The screening process and results were reviewed (see slide 20). Based on the evaluation the alternatives that scored the highest were Alternative #4 and Alternative #5.
- Alan reviewed the final PAG ranking, stating they concurred with the screening process results and Alternative #4 – BRT Route and Alternative #5 - Commuter Rail were taken into the next assessment phase.
- **Discussion Highlights:**
 - Bill Braniff, Daytona International Speedway, asked why the Public Alternative was not included in the refined alternatives since it was only 2 points lower than Alternative #5. Alan stated that the points were close, however, the primary reasons were 1) the Public Alternative did not connect to the City of Deltona, which has over 90,000 residents; and 2) the cost for a new rail alternative on U.S. 92. Joe Bitar, FDOT, added that the scope of work stated that only two alternatives would be taken forward for further refinement. Bill thanked them for the explanation and stated that their answer made sense.
 - There was a question if the team looked at the utility corridor along Dirksen for commuter rail from the DeBary Station to I-4. Joe Bitar stated that they did meet with Duke Energy and explained that the utility corridor was too costly to convert and was a no-go for Duke Energy.
 - There was a discussion regarding the local preferred alternative that it could be a combination of BRT and rail. The BRT system could be first with the rail being added over time.

5. REFINED ALTERNATIVES (slides 22-27)

- Alan reviewed the route configuration for the BRT alternative (Alternative #4), including the following highlights.
 - Two Routes, 1) from the Votran Downtown Transfer Plaza to the DeBary SunRail Station 2) Votran Downtown Transfer Plaza to the DeLand SunRail Station.
 - Routes include the use of Business Access and Transit (BAT) lane (purple line on the map) and in mixed traffic (blue line on the map).
 - Route from the Votran Downtown Transfer Plaza to the DeBary SunRail Station will run every 30 minutes, 7 days a week, 14 hours per day.
 - Route from the Votran Downtown Transfer Plaza to the DeLand SunRail Station every 30 minutes, only during peak periods, on weekdays.
 - 20 stations
 - Important that the BRT system is branded as a premium transit system and the stations and associated amenities integrate the brand.

- Alan reviewed the route configuration for the Rail alternative (Alternative #5), including the following highlights.
 - Main route is north from the DeBary SunRail Station, using the SunRail right-of-way (ROW) to the vicinity of an extended S.R. 472; then east along S.R. 472 either on the side of the road or in the median to I-4; then north in the I-4 median to US 92; transition at I-95 included the evaluation of both a tunnel and overpass to Midway.
 - Rail Route 2 - Shuttle train from the DeBary Station to the DeLand Station.
 - Frequency will be the same as SunRail for both routes.
 - Assumes 3 park & ride locations.
- Alan presented three typical sections for the Rail - they were the I-4 Median, S.R. 472 and U.S. 92 medians, and in Midway Avenue.
- Alan stated that both a tunnel and an overpass option was being evaluated for the I-95 crossing.
- Concept plan was presented for a possible alignment and placement of a BRT or Rail Station platform at the Daytona Beach Intermodal Station – Site D (see slide 26).
- Alan went over the Votran feeder bus assumptions (see slide 27). He stated that the refined evaluation included an assumption that service frequency would be reduced from the current 60 minutes to 30 or 20 minutes.

6. STATION LOCATIONS (slides 29-32)

- Alan reviewed the BRT station footprint, stating the platform would need to be 70' long to accommodate articulated buses.
- Alan reviewed the BRT station locations. He noted stations were selected based on a technical assessment and based on discussions with local governments. He stated that there was a station approximately every 1-2 miles along the BRT corridors.
- Alan reviewed the station footprint for the Rail alternative and stated it would be the same or similar to SunRail.
- Alan reviewed the rail station locations and stated that the Department is currently in the process of expanding the DeBary SunRail station. He also discussed the importance of the development of TOD in the vicinity of the new intermodal facility at Midway.
- **Discussion Highlights:**
 - Missy Chaves, DeLand Chamber of Commerce, stated that there needs to be consideration of how employees and patients of both Florida Hospital campuses (DeLand and Orange City) are served. Alan stated that employment centers were evaluated and a feeder bus system is assumed to serve those areas.
 - Missy also stated she was concerned with the condition of the existing busses and she has seen a lot of broken down busses lately. Alan stated Votran was currently in the process of preparing plans to address the existing fleet.
 - Claudia Roth, League of Women Voters, Volusia County, asked about access from the proposed alternatives to the County Courthouse. Alan explained that the BRT would have a station near the Volusia County Administration Center, which is within walking distance of the courthouse. There will be feeder bus service from the DeLand SunRail Station to Downtown DeLand.

- Thomas LoBasso, Daytona State College, inquired about bus service to DeLand's Daytona State College. Alan informed the group that employment centers and educational facilities are being evaluated by a potential local bus feeder route system.

7. CAPITAL AND O&M COST ESTIMATES (slides 33 – 35)

- Alan reviewed the preliminary capital cost assumptions for both BRT and Rail alternatives. He emphasized that right-of-way (ROW) costs are not currently included since they are being looked at by FDOT. Capital costs are given in 2015 dollars.
- Refined Capital Cost Estimates table (see slide 34) was reviewed. Alan emphasized that the numbers were preliminary and an implementation plan had not been developed as of yet. He summarized the cost of BRT as approximately \$1 million/mile and the Rail alternative as approximately \$50 million/mile.
- Operation & Maintenance (O&M) Cost Assumptions (see slide 35) were reviewed. The estimated annual O&M cost for Alternative #4 – BRT is \$16,000,000 and for Alternative #5 - Rail is \$34,000,000. All costs were in 2015 dollars.
- O&M costs did not include the feeder buses that were currently proposed in the Votran Transportation Development Plan (TDP) service improvements.
- **Discussion Highlights:**
 - Libertad Acosta-Anderson, FDOT, explained that it was important to understand the local commitment related to the capital dollars match is increasing and now if a project is qualified, the match would probably be 50-50. She also explained that the full O&M costs would be the responsibility of local government.
 - Doug Hall asked Alan how current discussions or actions on the Federal Long Range Transportation Plan will impact the availability of funds for these types of projects. Alan stated that it will be harder to compete for federal dollars and the percent of local match has already increased.

8. PRELIMINARY RIDERSHIP PROJECTIONS (slides 36 – 39)

- Jamie Snow, AECOM, reviewed the preliminary ridership projections. The following are highlights from her overview.
 - Forecasting Methodology – used both the Central Florida Regional Planning Model and the Federal Transit Administration (FTA) Simplified Trips on Projects Software (STOPS).
 - Jaime went over the projections for both alternatives (slides 38 & 39). She explained for the purpose of the model, transit dependent trips were those from zero-car households.

9. REVIEW OF PUBLIC MEETINGS CONTENT (slides 40-42)

- Alan reviewed the upcoming format and schedule for the November 9th, 10th and 12th meetings. He reminded everyone to help get the word out and encouraged them to attend at least one of the meetings.
- **Discussion Highlights:**
 - Joie Alexander, Halifax Civic League, stated that she had emailed the flyer out to her list and would be interested to know if her efforts could be assessed at the

public meeting. Ginger Corless and Libertad stated that there is a sign-in sheet and that information could be provided, as well as there can be a question on the comment card or questionnaire on how they heard about the meetings and that information could be forward to her.

- Nancy Burgess-Hall, Citizen Advocate for Persons with Disabilities, had the following suggestions and comments:
 - Suggested that we contact FAITH to see if they can assist with getting the word out about the November public meetings.
 - She also stated should would take flyers to events she will be participating in on October 29th and November 7th.
 - She suggested that future meetings be held early in the day to better serve the transit dependent.
 - She stated when doing the public presentation we should explain what is on the slides, including explaining what is on the graphics, for those that are sight-impaired. She also suggested that the presentation could be converted to be placed on NEWS-LINK or even to record the presentation and place it on the website.

10. NEXT STEPS (slides 43-44)

- November Public Meetings
- Complete Refined Alternatives Evaluation
- Develop and Evaluate recommended alternative
- January - Elected Officials Briefings

cc: Attendees
Other Invitees Unable to Attend
Parsons Brinckerhoff File #173970A