

**Project Advisory Group (PAG)  
Meeting # 10  
Final Meeting Notes**

Attendees: **PAG Members**

Date: October 21, 2015  
Time: 1:30 pm – 3:30 pm

1. Joe Bitar, FDOT
2. Libertad Acosta-Anderson, FDOT
3. Jason Learned, FDOT
4. Vinny Wang, R2CTPO
5. Pedro Leon, Daytona Beach International Airport
6. Carleen Flynn, LYNX
7. Heather Blanck, VOTRAN
8. Jeff Hopper, Seminole County
9. Jon Cheney, Volusia County
10. Melissa Winsett, Volusia County
11. Doug Gutierrez, City of Daytona Beach
12. Mike Holmes, City of DeLand
13. Ron Paradise, City of Deltona
14. Carol McFarlane, City of Orange City

**Consultant Team to FDOT**

- Alan Danaher, Parsons Brinckerhoff
- Ralph Bove, Parsons Brinckerhoff
- Chuck Hymes, Parsons Brinckerhoff
- Adriana Rodriguez, Parsons Brinckerhoff
- LaChant Barnett, Tindale Oliver
- Ginger Corless, Tindale Oliver
- Pat Northey, Ghyabi & Associates (FDOT Public Information Liaison Contract)
- Jamie Snow, AECOM

Place: FDOT D5  
Materials Office - Sailfish Room  
1650 North Kepler Road  
DeLand, FL 32724

Project No.: 173970A  
Re: Volusia Transit Connector Study  
Project Advisory Group Meeting #10

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](mailto: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:

- PAG Meeting #10 Agenda and Presentation
- November Public Meeting Flyer
- Larger Project Notebooks (for those that needed them)

## Meeting highlights

### Welcome

Joe Bitar welcomed everyone to the meeting and asked for a round of introductions. He recognized the new members of the PAG that were present including Vinny Wang, River to Sea TPO and Doug Gutierrez, City of Daytona Beach. Joe emphasized the importance of this meeting regarding ridership and costs of the refined alternatives. He encouraged the PAG members to review the information and to ask questions throughout the presentation.

Alan Danaher then reviewed the meeting agenda and the format for the presentation.

### PowerPoint Presentation & Related Discussion

#### 1. FOLLOW-UP ACTION ITEMS FROM LAST MEETING (slide 3)

Alan reviewed the status of the action items identified from the August 26<sup>th</sup> PAG meeting:

- Proceed to the ridership projections – Completed.
- Additional meetings with Volusia County and cities regarding station locations – Completed. The meetings focused on the acceptability of station locations and associated facilities.

#### 2. Recent Agency Involvement (slide 4)

- Alan discussed the meetings with Volusia County and the cities to review the proposed Rail and BRT stations.
- Alan reviewed the discussion with Votran regarding the proposed feeder bus network and the BRT and Rail O&M cost estimating methodology that was prepared by Tindale Oliver.

#### 3. UPDATE ON REFINED ALTERNATIVES (slides 5-7)

- Alan reviewed the route configuration for the BRT alternative, 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, 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 SR 472; then east along SR 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.

#### 4. SAMPLE CONCEPT PLANS (SLIDES 8-11)

- Alan presented the sample Rail and BRT alignment plans and stated that full alignment plans have been prepared for both alternatives and will be available for public viewing at the upcoming November public meetings.
- He stated that ROW implications and costs were currently being assessed by the Department.
- Concept plans have been prepared for each of the stations for both alternatives. These plans will also be available at the upcoming November public meetings.
- He reviewed the elements at each station and noted accessibility (i.e., bike/ped facilities, road network, and transit facilities) and land use within a ½ mile radius were also evaluated.
- Carleen Flynn, LYNX, questioned the use of BRT near station placement vs far station placement. Alan stated that the concept shown at Orange Camp Road/US 17-92 was shown as a near side because of the surrounding conflicts with driveways, etc. He agreed far side station locations were favored when the conditions permitted. At near side stations, he did state that signal priority and que jumps would be necessary.

#### 5. REVISED STATION LOCATIONS (slides 12-16)

- 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 that based on additional field assessment and through discussions with local governments, there were several stations locations that were screened out as shown in red on the BRT Stations Location table (see slide 14).
- 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.

## 6. REFINED CAPITAL AND O&M COST ESTIMATES (sides 17 – 21)

- Alan reviewed the capital cost assumptions for both BRT and Rail. He emphasized that ROW costs are not currently included since they are being looked at by the Department. Capital costs are given in 2015 dollars.
- Refined Capital Cost Estimates table (see slide 19) 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.
- O&M Cost Assumptions (see slide 20) were reviewed by LaChant Barnett, Tindale Oliver. The following are highlights from this discussion.
  - O&M costs were calculated for the BRT at 2.5% escalation per year based on the historical data provided by Votran.
  - Pedro Leon, Daytona Beach International Airport, inquired if the methodology considered the dynamic nature of increasing personnel costs.
  - Heather Blanck, Votran stated that they had provided Tindale Oliver with over 30 years of data and was comfortable with the 2.5% escalation rate.
  - O&M costs for Rail were derived from SunRail Phase I, escalated to year 2015 dollars.
- Refined O&M Cost Estimates (see slide 21) were reviewed by LaChant. The following are discussion highlights.
  - O&M costs did not include the feeder buses that were currently proposed in the TDP service improvements.
  - All costs are given in 2015 dollars.
  - Total estimated annual O&M costs for BRT is \$16.4 million.
  - Total estimated annual O&M costs for rail is \$34 million.

## 7. Preliminary Ridership Projections (slide 22 – 38)

- 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 FTA's Simplified Trips on Projects Software (STOPS). She emphasized the importance of using the FTA New/Small Starts Evaluation Criteria in the evaluation to determine if the project would qualify for Federal dollars. Baseline year for socioeconomic data is 2010 with 2040 as the planning horizon (based on the LRTP).
  - FTA/New/Small Starts Evaluation Criteria was reviewed, including major ratings. Jamie emphasized that at least a medium rating for at least project justification and local financial commitment for FTA consideration.
  - Project Justification Rating Categories were reviewed. She discussed the six categories (see slide 27).
  - Project justification criteria evaluated to date include mobility, cost effectiveness, congestion relief and environmental benefit (see slide 28).
  - Jamie reviewed the evaluation for the BRT alternative as follows; Mobility Breakpoints, Low; Cost Effectiveness Breakpoints, Medium; Congestion Relief

- Breakpoints, Medium-Low; Environmental Benefit Breakpoints, Low. Overall conclusion does not meet minimal FTA ranking.
- Jamie reviewed the evaluation for the Rail alternative as follows; Mobility Breakpoints, Low; Cost Effectiveness Breakpoints, Low; Congestion Relief Breakpoints, Medium; Environmental Benefit Breakpoints, Medium-Low. Overall conclusion does not meet minimal level of ranking for FTA.
  - Discussion highlights are presented as follows;
    - Mike Holmes, City of DeLand stressed the importance of recognizing that transit trends are changing. He questioned what needs to be done – what is Plan B? Is it to reduce or eliminate free parking downtown, is it changing land use, or even not allowing roads to be widened.
    - Pedro discussed the potential impact of changing the perception of transit use in Volusia County and the need for local governments to make land use changes to support transit, similar to the City of DeBary with their TOD Overlay District.
    - There was a question if special events at Daytona Rising had been taken into consideration in the model. Jamie stated that it had but to achieve the ridership needed there would need to be an event similar to the Daytona 500 held 2x per month.
    - There was a group discussion regarding the need to increase transit ridership by those living and working in the communities, and not just to rely on tourists.
    - Heather stated the only way to increase local ridership is to increase service reliability, headways and access.
    - Alan agreed and stated that if existing headways were cut in half and there were more stations, then ridership would increase. He stated there are Federal dollars available for bus acquisition, just not O&M.
    - Libertad led a discussion about starting small and building a system that would grow ridership. She believes the project can be broken down into pieces to better serve local areas as connectors than trying to connect long distance.

## 8. REVIEW OF PUBLIC MEETINGS CONTENT (slide 39-41)

- Ralph Bove reviewed the upcoming format and schedule for the November 9<sup>th</sup>, 10<sup>th</sup> and 12<sup>th</sup> meetings. He reminded everyone to help get the word out and encouraged them to attend at least one of the meetings.

## 9. NEXT STEPS (slide 42-43)

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

### UPCOMING MEETINGS:

- Community Liaison Meeting (CLG) October 28<sup>th</sup>, Volusia County Administration Building, Training Room 1
- November 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Public Meetings (see flyer)
- Next PAG Meeting to be held on December 9<sup>th</sup>, at the FDOT Kepler Road facility.



## 10. FOLLOW-UP ACTION ITEMS

1. Prepare for Upcoming Meetings: *Parsons Brinckerhoff/Tindale Oliver*
2. Cancel the November 25<sup>th</sup> and the December 23<sup>rd</sup> PAG meetings and send meeting appointment placeholder for PAG Meeting #11, December 9th to the PAG members.  
*Responsible Party: Tindale Oliver/Parson Brinckerhoff*

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