



Project Advisory Group (PAG) Meeting # 7 Final Meeting Notes

Attendees: **PAG Members**

Date: June 10, 2015

Time: 1:30 pm – 3:30 pm

1. Lois Bollenback, R2CTPO
2. Gary Huttman, MetroPlan Orlando
3. Pedro Leon, Daytona Beach International Airport
4. Carleen Flynn, LYNX
5. Rickey Mack, Votran
6. Jeff Hopper, Seminole County
7. Mike Cash, City of Sanford
8. John Angiulli, Volusia County
9. Jon Cheney, Volusia County
10. Elizabeth Matej, City of Daytona Beach
11. Mike Holmes, City of DeLand
12. Chris Bowley, City of Deltona
13. Alison Stettner, City of Orange City
14. Joe Bitar, FDOT
15. John Booker, FDOT
16. Sandra Gutierrez, FDOT

Consultant Team to FDOT

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

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

Project 173970A

No.:

Re: Volusia Transit
Connector Study
Project Advisory
Group Meeting # 7

Prepared by: Patricia Whitton

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 Materials Distributed

The following materials were distributed:

Meeting handouts:

- PAG 7 Agenda and Presentation
- Daytona Beach Connection Options
- Goals, Objectives, and Screening Measures
- Application of Initial Corridor Screening Measures and Scores
- Maps of Proposed Initial Project Rail Build Alternatives

Meeting highlights

Welcome

Joe Bitar welcomed everyone to the meeting and asked for a round of introductions. Joe provided a general overview of what would be covered in this PAG meeting and turned the meeting over to Alan Danaher.

PowerPoint Presentation & Related Discussion

1. FOLLOW-UP ACTION ITEMS FROM LAST MEETING (slide 4)

- Refine the Initial Corridor Screening slides to reflect PAG comments – Completed.
- Refine the applicable Initial Project Build Alternatives, as appropriate, to reflect PAG comments – Completed.
- Get clarification on the appropriate title for CSX rail line for the South to Seminole Initial Corridor Screening – Completed.
- Continue reaching out to Judy Pizzo regarding the status of the intermodal station in the ISB Corridor Study – Discussions have occurred with Judy Pizzo for continued coordination efforts while looking at the Daytona Beach alignments as they relate to the potential new intermodal station evaluated in a separate FDOT-sponsored study.
- Send confirmation and logistical details for the April 8th field review to all PAG members – Completed.

2. PUBLIC INVOLVEMENT ACTIVITIES (slides 6 - 11)

- Ralph Bove provided a public involvement update and an overview of the April public meetings and the May elected officials briefings.
 - April 2015 public meetings: Three meetings were held with a total of over 120 attendees combined, including representation from PAG members and elected officials. Attendees completed 65 surveys and 15 comment cards. The preference surveys asked participants to rank the alternatives that they prefer.

The results of the completed surveys indicated that the top three preferred alternatives selected by the public meeting participants were Alternatives #5, #2, and #3, respectively. Ralph also reviewed the general public comments that were heard during the three public meetings.

- Elected officials briefings: The elected officials briefing schedule and comments received to-date were reviewed with the PAG. Some of those comments included Lake Helen feeling isolated and looking for opportunities to coordinate with Votran for service, discussions on autonomous vehicles, and the preference for a rail alternative. In June 2015, three additional briefings will occur with the City Commissions of Deltona and Daytona Beach, and the DeBary City Council. Meetings remain pending with the Seminole County Commissioners and MetroPlan Orlando.

3. INITIAL RAIL ALIGNMENT ANALYSIS (slides 13-34)

- Chuck Hymes provided an overview of the evaluation of initial rail alternatives, including the engineering and operational challenges and preliminary capital cost estimates. SunRail design criteria were used as the basis for developing the initial layout plans. With Phase 1 SunRail unit capital costs used for the capital cost estimates as appropriate. Chuck also introduced an additional alternative that resulted from the April public meetings and will be referred to as the “public alternative.” Alternative #2 challenges include co-location within the Duke Energy utility corridor and tight curves from a speed perspective. Alternative #5 challenges include the SR 472 station location and construction of left turn lanes in the median of SR 472. Alternatives #2 and #5 have similarities, but the main issue is the need for a branch or shuttle service. The potential rail extension to Daytona Beach with these alternatives and the SunRail to DeLand would be two separate operations from where the line splits. Interstate 4 median space is also an issue for center median stations, but with reconstruction there are solutions. Issues with the public alternative include the need to acquire added CSX right-of-way and the alignment goes through private property; however, this alternative would not require branch service. The existing DeLand spur, about four miles in length, provides better access to the downtown area and Stetson. In addition, FDOT has an option to purchase the spur for only \$10 through the current agreement. A shuttle would be needed from the spur to downtown as well as train storage and maintenance. The potential intermodal station sites in Daytona Beach were also reviewed to determine the most efficient and cost-effective operations as well as challenges with encroachment, airport protection zones, and right of way.
- John Angiulli asked if Alternative #2 has been vetted through Duke Energy. Volusia County has previously contacted Duke Energy in regard to locating trails along the utility corridor and experienced difficulty relating to the height and distance requirements. Chuck responded that discussions have not occurred with Duke Energy yet, but the suitability of the height and distance was reviewed by the project team.
- Pedro Leon mentioned that along Midway Avenue there is an opportunity for roadway relocation to accommodate a rail track on the south side, given the redevelopment of the south portion of the Daytona International Speedway property. Joe Bitar commented that each alternative will be scrutinized during the refinement process.

- Pedro Leon asked if cost assumptions are being made at this time. Chuck responded that the purchase of the DeLand spur would cost only \$10 based on an option in the current FDOT agreement with CSX, but then will require additional costs for upgrades and maintenance. The preliminary assumptions that have been made are based on current year dollars without inflation and include capital cost and professional services with a 30 percent contingency.
- Mike Holmes asked if annual operations and maintenance (O&M) costs have been calculated. Chuck and Alan responded that the such costs have not yet been estimated given operations plan have not been developed for each alternative. These costs will be estimated for the refined alternatives in the next stage of the study and will be based on current SunRail Phase I operations and other commuter rail systems throughout the U.S. SunRail Phase 1 has an O&M cost of about \$1 million per mile, per year.

4. INITIAL ALTERNATIVES EVALUATION (slides 36-48)

- Adriana Rodriguez presented the six initial alternatives and the public alternative routes and modes. SunRail Phase II North to DeLand is assumed for all alternatives. The earlier International Speedway Blvd. (ISB) Study and the current ISB Master Plan draft recommendations will be reviewed to refine mode applicability and station locations between a new westside intermodal station in Daytona Beach and the existing Votran transit center off US 1. Adriana also reviewed the initial screening measures, the application of the measures, and the results of the evaluation. High, medium, and low ranges were identified for each measure, with High assigned a score of 5, medium a score of 3, and low a score of 1. The number of measures with the different scores were totaled and then translated into an overall score for each alternative. The top ranking alternatives included Bus Rapid Transit (BRT) along US 17/92, commuter rail along I-4 via SR 472, commuter rail along US 92, and express bus along I-4 to the DeLand SunRail station.
- Alan explained that before finalizing the refined alternatives the project team will complete the final three elected official briefings and also receive input from the PAG. The project team's preliminary assessment is that three build alternatives would be appropriate to take into the next stage of the study - Alternatives #1, #4, and #5. This would allow for each of the enhanced modes still being consideration – express bus, BRT and commuter rail, to be evaluated along different routes. Express bus could be a transportation system management (TSM) or lower cost strategy, if service levels and facilities are limited. The SR 472 alternative scored the highest of the rail alternatives. Jamie Snow will be looking at the 2040 ridership projections and there will be further capital and O&M costs developed.
- Joe mentioned that the study schedule is behind by three weeks and he would like to meet with the PAG again in two weeks to determine the alternatives to move forward. Joe is recommending a bus and rail alternative move forward, but the final decision will rely on PAG input. Later in the meeting it was agreed to hold the next PAG meeting in four weeks
- Joe asked Alan to expand on the bus versus rail cost options. Alan referred the PAG to the handout and indicated that the rail costs will be updated; however, the bus alternatives were expected to be 10 to 20 percent of the cost of rail. Chuck mentioned that the rail costs will be as high as three quarters of a billion dollars, in existing dollars.

In accordance with the federal requirements, the project team will also review the cost-effectiveness of the alternatives. Funding sources, revenues, and costs will be extrapolated to year of expenditure dollars as we move forward in completing a financial feasibility study for the refined alternatives. Even with a bus alternative there may be a need for park and ride lots or managed lanes.

- Gary Huttman asked if the BRT option on US 17/92 will look at exclusive right of way or would operate in mixed traffic. Alan stated that the impacts on the existing corridor will be reviewed, including a lower cost BRT-lite scenario with signal priority. FDOT is proceeding ahead with reviewing transit signal priority at intersections for feeder services in some of the SunRail Phase I communities and the US 17/92 corridor is serving the DeBary SunRail Station.
- Jon Cheney asked if there is an expanded chart that shows the detail of how the initial evaluation measure scores were converted into the data shown on the summary table. Joe Bitar responded that the data was included in the March PAG handouts by individual score. Jon reiterated that when the public is reviewing the data it may be confusing how the scores add up to the totals and the detailed-score data should be shown for transparency. Carleen Flynn suggested the data at the bottom of the sheet be labeled better and the Alternative headings be placed on the summary sheet.
- Lois Bollenback asked for clarification on Goal #4 to better understand if the goal relates to existing or future conditions. Alan responded that the project team coordinated with the county to understand the development along the corridors and used the approved long range transportation plan projections. Lois asked for clarification on how each alternative is being assessed for the potential to stimulate development. Alan responded that the project team will be addressing opportunities and details as the project moves forward.
- Alison Stettner asked how express bus would stimulate transit-oriented development along US 17/92 when that corridor already is presented as a high scoring corridor. Alan responded that BRT stations may stimulate more development and express bus is a commuter travel option.
- Alison Stettner asked if the project team will provide travel times for each alternative. Alan responded that Jamie Snow will be working on the modeling and the team will provide estimated travel times based on specific priority treatments and station locations with assumed dwell times. The travel times will be estimated from other project experience and documented research. Alison is concerned with the congestion along US 17/92 and that the corridor may not achieve speeds to support systems near Orange City. Alan indicated that travel time savings of up to 25 percent have been shown with systematic transit signal priority and limited stops. Alison commented that Orange City has two school zones and US 17/92 has a limited 90-foot right of way. Alan commented that TEDS is on the project team to help with traffic modeling and will consider and be sensitive to those issues.
- Joe Bitar asked the PAG to take the information from the meeting back to their respective agencies to have further discussions.

5. REFINED INITIAL ALTERNATIVES INPUT

- Alan asked the PAG to provide any preliminary input on the refinement of the initial alternatives.

- Mike Holmes asked if an alternative is selected will future development such as Trader Joe's in Daytona Beach be taken into consideration. Alan commented that initial discussions have occurred with the Daytona Beach Planning Department and the project team will be looking at what new development is occurring in the study area; however, the furthest intermodal station may be closer to One Daytona but not the best option for a rail connection. For example, Site E is the easiest and shortest to get to but furthest away from the ISB corridor.
- Mike Holmes asked if there is legality to using airport property. Joe Bitar responded that there are restrictions. Alan commented there would be a need to rebuild Midway Avenue and move into speedway property if commuter rail were to be developed in that corridor, but the speedway is already being rebuilt on the backside with the removal of the backstretch grandstand. Pedro Leon added that there is controlled and uncontrolled airport property distinguished by the fence line. For example, areas not controlled for security but controlled by the airport would need to be discussed with Steve Cooke.
- Mike Cash commented that if a maintenance facility is proposed for the intermodal station there may be a lot of issues with facility noise, vibrations, etc., based on experience with the existing SunRail Phase 1 maintenance facility in Sanford. Alan commented that these are sensitive issues and will be reviewed including the need to look at alternate sites for just light rail vehicle maintenance.
- Alison stated that she is still struggling with the screening measures for roadway capacity, historic structures, etc. The project team will add greater detail to the ProjectSolve site for PAG review. Joe Bitar asked that all supplemental spreadsheets are posted to ProjectSolve.
- Alison asked how concerns can be addressed related to connections for Deltona and how to get those riders over to the SunRail corridor and the US 17/92 and I-4 alternatives being considered. Alan stated that the issue for S.R. 472 is the branching options and how the branches are staged (i.e., every third train). The project team will be meeting next week with the Deltona City Commission. Ralph commented that the team has had meetings with Deltona since the public meeting and reviewed existing service and future potential alternatives from the Votran Transit Development Plan to illustrate relationships irrespective of this project. Chris Bowley commented that the US 92 commuter rail alternative disenfranchises Deltona and is a non-alternative for Deltona. There are two issues that include headway and getting people to use mass transit. The bus could be an interim option to rail in an effort to build ridership. Joe added the projected population and employment in Deltona will be included in the upcoming ridership projections. Alan also added that the project team will be coding the local bus network for 2040 for Deltona and Votran. Alan added that the alternative selected could be a hybrid of features taken from various alternatives.
- Lois Bollenback commented that some of the measures are driven by mode and some are driven by route. Based on the handout the BRT alternative scores high but we may need to look at this closer to determine if the purpose and need is being achieved. Chris Bowley added that with the future I-4 Beyond the Ultimate construction, BRT along US 17/92 may not be a bad option.
- Jon Cheney commented that the scoring measures are penalizing modes for contaminated sites, even when those modes will not require rebuilding of the roadway. Ralph commented that the project team understands and could look at the alternatives score after removing that particular measure to determine how it would be impacted.

- Jon Cheney asked if the spreadsheet could be reorganized so that the alternative numbers are listed as the headings in lieu of the alternative descriptions.
- Alison Stettner asked if the goal is to eliminate some of the alternatives. Joe responded that the goal is to select two or three to move forward. The original contract scope of work indicates two will be selected.
- Jon Cheney made a comment that the public alternative scored high compared to the other options.

6. NEXT STEPS (slide 51)

Alan reviewed the upcoming schedule of tasks. Given that the refined alternatives now will not be identified until a July PAG meeting, some adjustments to the below schedule will be required.

- Continue elected officials briefings through June (Deltona, Daytona Beach and DeBary)
- Refine initial alternatives based on input from public and PAG
- Identify and evaluate viable alternatives (September 2015)
- Identify draft recommended alternatives (September 2015)
- Additional public meetings and elected officials briefings (October 2015)
- Refine recommended alternative and complete final report (February 2016)

Summer schedules were discussed and the PAG agreed to meet again in four weeks (July 8, 2015) to select the refined alternatives.

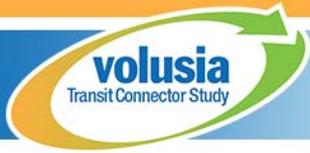
UPCOMING MEETINGS:

- ***Continue 2nd Round of Elected Officials Briefings in June***
- ***PAG Meeting #8***
Wednesday, July 8, 2015, 1:30PM - 3:30 PM
Volusia County Administrative Center
1st Floor Training Room
123 W Indiana Avenue
DeLand, FL 32720

7. FOLLOW-UP ACTION ITEMS

1. Add all supplemental screening measure spreadsheets to the ProjectSolve site.
Responsible party: Parsons Brinckerhoff
2. Review the alternatives that would not require construction after removing the measure relating to contaminated sites. *Responsible Party: Parsons Brinckerhoff*
3. Rename the headings on the spreadsheet by alternative numbers rather than the alternative descriptions. *Responsible Party: Parsons Brinckerhoff*
4. Send meeting appointment for July 8th to the PAG members and cancel the July 22nd PAG meeting. *Responsible Party: Tindale Oliver*

cc: Attendees



Volusia Transit Connector Study



Other Invitees Unable to Attend
Parsons Brinckerhoff File #173970A