



# CENTRAL FLORIDA COMMUTER RAIL COMMISSION

*February 4, 2021*





Central Florida  
Commuter Rail Commission

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**Date:** February 04, 2021  
**Time:** 10:00 a.m.  
**Location:** LYNX  
455 N. Garland Ave., 2nd Floor Board Room  
Orlando, Florida 32801

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***PLEASE SILENCE CELL PHONES***

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- I. Call to Order and Pledge of Allegiance**
  - II. Announcements/Recognition**
    - A. Chairman's Remarks
  - III. Confirmation of Quorum**
  - IV. Approvals**
    - A. Adoption of October 29, 2020 CFCRC Board Meeting Minutes
  - V. Public Comments**
  - VI. Reports**
    - A. SunRail Customer Advisory Committee (CAC) Update – James Grzesik, Chair
    - B. SunRail Technical Advisory Committee (TAC) Update – Tawny Olore, Chair
    - C. Agency Update -SunRail Chief Operating officer – Charles M. Heffinger Jr., P.E.
    - D. Connectivity
      - i. LYNX Update – Bruce Detweiler
      - ii. Votran Update –Kelvin Miller
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## Central Florida Commuter Rail Commission

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### **VII. Discussion Items**

- A. Introduction of SunRail Transition Consultant – Tawny Olore
- B. Phase 2 North Update – Secretary Perdue

### **VIII. Action Items**

- A. Brightline Resolution – Tawny Olore

### **IX. Election of Officers**

### **X. Other Business**

- A. Next Meeting – April 29, 2021 10:00 a.m. LYNX

### **XI. Adjournment**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Roger Masten, FDOT/SunRail Title VI Coordinator, 801 SunRail Drive, Sanford, FL 32771, or by phone at 321-257-7161, or by email at [roger.masten@dot.state.fl.us](mailto:roger.masten@dot.state.fl.us) at least three business days prior to the event.*



# Central Florida Commuter Rail Commission Meeting

October 29, 2020

10:00 a.m.

Zoom Webinar hosted by LYNX

455 North Garland Avenue

Orlando, Florida 32801

**Attendees:** Chair Seminole County Commissioner Bob Dallari, Vice Chair Orange County Mayor Jerry Demings, Secretary Osceola County Commissioner Viviana Janer, Board Member City of Orlando Mayor Buddy Dyer, Board Member Volusia County Councilman Ed Kelley

## Minutes

**Virtual Meeting was called to order by Chairman Dallari at 10:00 a.m.**

- Welcome and thanks to all those listening in.

### **Pledge of Allegiance and Confirmation of Quorum**

#### **Commission Chair's Announcements:**

**Chairman Dallari**

- Meeting of the Central Florida Commuter Rail Commission held virtually by means of Communications Media Technology pursuant to the Office of the Governor Executive Order #20-69, which suspends the in-person quorum and specific public place requirements of "Florida's Government in the Sunshine Laws" and allows for telephonic and video conferencing as provided in Florida Statute. These steps are required to protect the health and safety of the public while still ensuring continuity of Commission business in view of the current Coronavirus (COVID-19) pandemic. The Governors' Executive Order still requires all other elements of Sunshine Laws, which we have adhered to for purposes of today's virtual Board meeting.
- Participants via video and tele-conferencing include the CFCRC Board members and certain staff. A direct video feed has been established in the Lynx Board room should anyone wish to deliver public comments in person, and public comments provided in advance will be read into the record by Florida Department of Transportation (FDOT) staff. Public involvement is further provided by the provision and posting of a conference phone number which allows for any member of the public to listen in audio only mode. The opportunity to provide in person comments is available during the Public Comment portion of the meeting, as well as until the Chairman closes an item for discussion.
- Mr. Dallari asked to move Action Item E before D with no objections.

#### **Approvals:**

- Motion to approve the July 30, 2020 CFCRC Board Meeting Minutes was made and passed unanimously.
- Motion to adopt proposed 2021 meeting schedule passed unanimously:
  - Thursday, January 28, 2021 at 10:00 AM
  - Thursday, April 29, 2021 at 10:00 AM
  - Thursday, July 29, 2021 at 10:00 AM



- Thursday, October 28, 2021 at 10:00 AM

**Public Comments:**

- No public comments were made.

**Agenda Item:** Customer Advisory Committee (CAC) Update

**Presenter:** James Grzesik

- Mr. James Grzesik stated the previous two scheduled CAC meetings were canceled due to the Coronavirus pandemic (COVID-19). The October 1<sup>st</sup> meeting was held virtually.
- (3) new members and 1 re-appointment were welcomed to the CAC Board:
  - Dorothy O'Brien with Seminole County
  - Marie Ann Regan with Orange County
  - Edward Richter with the City of Orlando
  - Margaret Iglesias with Volusia County
- However, we are one additional member shy, for the City of Orlando, from having a complete board.
- Election of Officers for 2021:
  - James Grzesik re-elected as Chairman.
  - Dorothy O'Brien elected as Vice Chairwoman \*this was not stated in the meeting but was noted on the CAC minutes from Oct 1.
- Adoption of proposed CAC meeting dates for 2021. The next meeting is scheduled for January 7, 2021 at 5:00 PM.
- Mr. Grzesik highlighted a few of the SunRail Updates that Mr. Heffinger presented during the CAC meeting:
  - SunRail is taking extra Safety and Security measures during the pandemic, including deep cleanings every night and extra security presence on the trains and platforms.
  - Operation S.T.R.I.D.E. – Enhanced striping applied to the crossings in the corridor, known as Dynamic Envelopes, has proven to reduce stopping on the tracks.
  - Upgrades to the DeBary Station includes replacing the awning located on the platform.
  - Transit-Oriented Development (TOD) overview gave insight to the many development projects that have been completed in and around the 16 SunRail Stations, along with the projects currently under construction and future projects.
    - Mr. Grzesik mentioned he would like to see this information presented to the public, even putting this on the SunRail website. He acknowledges many citizens see SunRail as a financial drain, but this information proves the positive impact SunRail has on the community.

**Agenda Item:** Technical Advisory Committee (TAC) Update

**Presenter:** Tawny Olore

- Ms. Tawny Olore noted October 14<sup>th</sup> was the first time the board has met since January due to COVID-19.
  - Thanked FDOT and other staff for organizing the virtual meeting.
- Ms. Olore stated SunRail's COO, Mike Heffinger, gave full in-depth update. Some notable items to point out:
  - Ridership is still well below pre-COVID-19 numbers. It was asked for FDOT to complete an analysis to find out which trains are operating at minimal numbers and to look at possibly cutting back service. Also suggested FDOT reach out to other commuter rail



systems around the country to see if they are operating at full-service.

- FDOT is planning to advertise in November for a new Fare Collection Ticketing System and is going out for an RFP. The new system is scheduled to be implemented by November 2022 with a 6-month sort of burn-in period which allows adequate time to ensure it is working properly.

**Agenda Item:** Agency Update

**Presenter:** Jared W. Perdue, P.E.

- District 5 Secretary and Chief Executive Officer of SunRail, Jared Perdue, stated Mike Heffinger, SunRail's Chief Operating Officer, will present the SunRail Operations Update.
- Mr. Perdue announced FDOT's Secretary Kevin J. Thibault to address Phase 2 North.
- Secretary Thibault thanked the Chairman and Commissioners for their valued partnership with not only SunRail, but all transportation modes in the region. This year has presented many new challenges to overcome but confident this partnership will only strengthen as we learn to adapt.
  - He recognized the leadership provided by Secretary Perdue and Mr. Heffinger in guiding the SunRail Team and keeping operations moving forward. They have shown how supportive and committed the Local Partners and team have been to ensure the success of SunRail.
  - Secretary Thibault provided a recap from last year's meeting with the Board and the commitment to work together toward a milestone for transfer of operations. He was able to allocate redistributed Federal Funds to provide the necessary match to complete Phase 2 North. In May, FDOT was asked to place the funds for the project in abeyance and hold the \$34M flex Federal funds for future use. Since then, discussions and several unexpected challenges have come upon us due to the global pandemic and delayed the ability to complete the northern 12 miles of Phase 2 North.
  - While many other government agencies have various sources of revenue to support operations, FDOT's primary source of revenue comes from gas consumption and has seen a reduction due to the direct impact from the pandemic.
    - Over the last several weeks, the Department has been diligently working to address the revenue shortfall impacts on the current fiscal year as well as last fiscal year.
    - Advised Secretary Perdue and the team to focus on improvements to safety and preserving infrastructure, which includes bridge reconstruction and repairs, while minimizing shifts to other projects important to the community. Among these projects include the interchange improvements at I-4 and Sand Lake and I-4 and Champions Gate, among the many others.
  - Volusia County partners have expressed their concern with financial hardships and budget restraints relating to their support for the Phase 2 North project. The Secretary recognizes the position they are in as many have a difficult road ahead.
  - Based upon the current circumstances, the Department is going to fulfill the original request and put the Phase 2 North project on hold. This means the project will be removed from our Work Program for the current fiscal year.
    - FDOT is still fully committed to this phase being part of the system in the future and fully supports the vision brought forth by all the partners who helped start SunRail.
    - It is vital to stay focused on the transition so commuter rail can become the future of Central Florida and continue to partner on future capital expansions of the system.
  - As Mr. Grzesik highlighted in the CAC update, SunRail has had a tremendous impact on communities surrounding the corridor.

- Secretary Thibault thanked all the partners for the continued support, leadership, and partnership. The path that the CFCRC has laid out with the establishment of this transportation corridor truly controls the region's destiny for years to come.
- Chairman Dallari thanked the Secretary for his leadership and accessibility. He praised the SunRail staff and the entire Department for the partnership on many projects in the region.
- Mayor Dyer asked the Secretary to address the \$34M and what FDOT's intentions are for those funds.
  - Secretary Thibault stated with the financial constraints the Department is facing, this causes a need to focus and protect the program already in place. The Secretary expressed as the Phase 2 North project is deleted from the Work Program, it is recommended that the Federal Funds be flexed back to protect the projects in the current and next fiscal year.
- Mayor Demings asked the Secretary to elaborate on the term flex back. He asked for clarification if the \$34M would potentially be available for other projects within District 5.
  - Secretary Thibault responded that the \$34M was allocated to Phase 2 North last August of 2019 and came from Federal Highway redistributed funding from states that did not spend all of their allocations. The term flex is the ability to move or flex those Federal Highway funds to Federal Transit funds and use the funds on projects for a transit corridor. Approvals were provided by the Federal Highway Administration and the Federal Transit Administration.
  - Since the original intent of the funds are not becoming a reality, the Secretary has recommended protecting the projects in the current program and using the funds where it is most needed.
    - There are no specific projects identified as of this meeting because the Districts just received their allocations. Determinations are currently being made on what needs there are and what needs to be protected which provides flexibility.
- Mayor Demings asked for the Secretary to reiterate on if proposals within District 5 counties will have access to those flex funds.
  - The Secretary replied stating the letter received last May, early on speaking of the pandemic and before we knew what the impact would be, the CFCRC requested to have the \$34M in Federal funds and to put it in abeyance until such time a Transition Consultant would be hired to advise the Commission with different options on how to use that funding.
  - He went on to explain now that we know the financial impact of the pandemic, holding the funding in abeyance is not ideal. There are higher priority needs with projects that have been established and impacted due to the revenue shortfall. The intent is to use the funding to protect what is vital to the community.
  - The Secretary did mention there are specific requirements to use the Federal funds and therefore not all projects will qualify.
- Mayor Demings asked Secretary Thibault to elaborate on the Governor's Executive Order 20-275 regarding FDOT-Fund Allocation Relief signed by the Governor last Friday. The Mayor expressed his disappointment in not being made aware of the Executive Order until the morning of this Board meeting. Mayor Demings staff was provided a copy of the executive order it by a staff member from Volusia County. There was no direct communication to Orange County and asked Secretary Thibault to elaborate on the dates stated, FDOT shall on or before December 31, 2020 to rebalance and finalize its Work Program allocations in accordance with Section 1A of the Order.
  - The Secretary explained that the Executive Order is authorizing FDOT to rebalance our current year Program to the revenues that have been forecasted by the Revenue Estimating Conferences. The estimates were received in the middle of August.
  - The primary revenue source for the Department of Transportation is the gas tax along with other sources such as rental car surcharge. The Department has suffered revenue shortfalls



as a result of pandemic related closures. DOT is required to balance the projected revenue received from the Revenue Estimate Conference in August to the current Work Program. The Governor's Order gives the Department the ability to balance the current year Work Program within the statutes stated in the Executive Order.

- He clarified the Districts had just received the information Monday and due to the revenue downturn, review allocations for current Fiscal Year as well as the new tentative allocations for the 5-year Work Program. FDOT will consider how to protect what they have and what they need to adjust. The Executive Order gives FDOT the ability to do so before December 31, 2020.
- Mayor Demings asked how the Executive Order was disseminated.
  - Secretary responded that the Districts received the information on Monday, then they look at what their allocations are so they can have the discussion with the Local Partners here and look at the impacts in order to balance the Work Program. Executive order is a way to get the Department to balance the Work Program by December 31<sup>st</sup> because we have other dates in Statute that require us to submit next year's budget by a certain date.
- Commissioner Janer stated the reason four of the five Local Funding Partners wrote the letter, that was asked of by the Department to do so, requesting the \$34M to put in abeyance since Phase 2 North was not moving forward, was because it was understood the funds could be used for rolling stock, bridge improvements, etc. The Transition Consultant would then determine the best use of the funding and advise where the funds should be used. She feels because of the letter, the funds are now being pulled from SunRail and being reallocated to other projects and would like clarification on the intended use of the \$34M.
  - Secretary Thibault explained the original intent was to build Phase 2 North. Some of the funding partners questioned, do we really want to continue with Phase 2 North and expressed concern with funding constraints.
  - The follow up letter asked for the \$34M to be put in abeyance to identify another project to be used in the corridor following the Federal requirements.
  - We have now reached a point where we better understand the revenue shortfall due to the pandemic, the Department does not feel it is proper to use to put the \$34M aside and wait to identify a project while other projects in Central Florida could slip due to the revenue shortfalls. This seems to be an improper use of the Federal funds.
- Commissioner Janer added in the most recent letter from Volusia County dated October 20, 2020, it stated the CFCRC Board, including Volusia County, remains committed to the Phase 2 North project to fulfill the contractual obligation. The understanding and the impression were that Phase 2 North would move forward.
  - Commissioner thanked Secretary Thibault for taking the time to speak to the Commission.
- Commissioner Kelley added while Volusia County is fully committed to Phase 2 North, he would like it to be put on hold and use the funding wisely. He expressed he does not believe it would be beneficial during this time to move forward.
- Mayor Dyer reminded everyone how difficult it is to secure 50% Federal funding and thanked Secretary Thibault for his efforts to secure and flex the funds. He also reminded the SunRail project is to be a 61-mile system and the FTA directed it be completed in two phases. Volusia County chose the 12 miles to be part of Phase 2. FTA would not allow the combination of Phase 2 North and Phase 2 South for the purposes of trying to get grant money. Volusia County has criticized the Department in the past for not being able to secure the Federal funds. Mayor Dyer went on record to state that not moving forward with Phase 2 North would be a mistake.
- Chairman Dallari agreed with Mayor Dyer's statements and noted it will be discussed later in the agenda.
- Mayor Dyer asked Secretary Thibault if there was an opportunity to move forward with building

Phase 2 North if the Board was to come to a consensus.

- Secretary Thibault replied and said the funds have not been deleted from the Work Program yet and reiterated funding the project comes from 50% Federal, 25% State, 25% Local, so question remains, how do you get the additional 25% Local. If one of the Partners is having difficulty coming to agreement, concerns need to be listened to.
- Secretary Jared Perdue expanded on the communication and reiterated the allocations were just received but the Department needs to focus on rebalancing the Work Program and what steps need to be taken. He assures there will be extensive communication and coordination with the locals to come.

**Agenda Item: SunRail Update**

**Presenter: Charles M. Heffinger, Jr, P.E.**

- SunRail was awarded the Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grant. This will allow 1.7-mile section of track to be added to Phase 2 South. Benefits will include reduced delays, track maintenance, and incidents. Improved safety, signals, and crossings.
  - FDOT will provide a match of \$5.6M to the \$11.3M awarded for these improvements.
- Cleaning during the COVID-19 pandemic.
  - All touch surfaces are wiped down after use on trains as well as TVUs and TVMs at the station locations.
  - Security guard presence is on every train.
  - Social distancing graphics include directional arrows, red and green stickers to show entry and exit points, and reminders to stay 6 ft apart.
  - Every train is fogged and disinfected nightly.
- State of Ridership
  - Prior to the COVID-19 pandemic, ridership was averaging 7,000 riders per day. At the beginning of the pandemic, ridership went down to about 800 riders per day last April, but the average is now up to between 2,200 – 2,400 riders per day.
    - Mr. Heffinger noted ridership increasing slightly about 10 percent every couple of weeks.
- The Campus Connection Program
  - UCF students received promotional passes to commute to downtown campuses. Over 200 passes were issued and SunRail is continuing to convert promotional passes to account passes. Overall, the program has been a success.
- New Citrus Connection
  - An open bus bay at the Poinciana Station is now being used by Polk County's Transit System to accommodate direct bus service via the Citrus Connection.
  - Citrus Connection travels between Posner Park in Polk County and the Poinciana Station nonstop.
  - Began on September 8, 2020 and operates Monday – Friday from 6:00AM until 6:55PM.
- Service Disruption
  - Hurricane Isaias closed SunRail service on Monday, August 3, 2020.
  - Mr. Heffinger stated in preparations for Hurricane Isaias that was projected to come through as a Category 2 storm, a decision was made to secure and remove 127 gates to take the necessary safety precautions.
  - Monday after Hurricane Isaias passed, all gates were put back and test train runs were performed as a safety measure.
  - Appreciation was extended to our O&M Contractors, Herzog and Bombardier, for all the efforts put forth.
  - SunRail service resumed Tuesday, August 4, 2020.



- Rail Safety Week
  - SunRail was awarded the AASHTO Transportation Communications (TransComm) Award for the 2019 Rail Safety Week campaign.
  - This year's Rail Safety Week took place September 21-27, 2020 and continued with the "Let's Go For Zero" Campaign. A couple highlights included a new virtual outreach and active law enforcement participation along the corridor.
- Operation S.T.R.I.D.E. (Statewide Traffic and Railroad Initiative using Dynamic Envelope)
  - CFCRC/SunRail is leading the state with implementation of 71 of the 115 active crossings on the CFRC that are now featuring Dynamic Envelopes.
  - Dynamic Envelopes have proven to reduce stopping on the tracks by about 46%. Option to follow the progress can be used via the following link: [SunRail.com/operation-stride](https://www.sunrail.com/operation-stride).
- DeBary Construction Updates
  - The DeBary station had issues with rust accumulating on the canopies located on the platform. Construction and repairs are being done during the evenings and weekends to reduce interference with passengers and service. Construction is slated to be completed by February 2021.
    - Ambassadors are working with customers to provide assistance while TVM is out of service.
- New SunCard Design
  - The inventory for the original SunCards was getting low so the Department took the opportunity to redesign the look which now showcases multimodal connectivity.
  - New cards are available exclusively through the SunRail website and SunRail mobile app. TVMs will be stocked when current inventory has been completely used.
- Ticketing System Updates
  - On October 9, 2020, an ad was posted for a new SunRail Fare Collection System and equipment. This will replace the current ticketing system.
  - It is tentative to go live in November 2022 to give adequate time to ensure the new system is working properly.
  - Commissioner Dallari mentioned he would like to see an e-ticketing system. He also mentioned the data is the real value of the system and reminded FDOT and/or the Local Funding Partners should own it.
    - Mr. Heffinger stated SunRail is looking into a ticketing system compatible with a smart device but at this time tickets will remain as they are.
    - Commissioner Dallari asked Mr. Heffinger to ensure we own the data if we are to go the mobile phone ticketing route. We need to have the control over that data.
- Quiet Zones
  - Edgewood, Orange County, and Maitland all have Quiet Zones established.
  - Winter Park, Seminole County, City of Orlando, and City of Kissimmee are close to becoming established.
  - Mr. Heffinger clarified that a train horn will not be blown the standard 3 times at crossings within the Quiet Zones. However, if a trespasser or vehicle is close to the tracks, the train horn will be blown as a warning.

**Agenda Item: LYNX Bus Connectivity**

**Presenter: Myles O'Keefe**

- Ridership is at around 38,000 passengers a day which is about 50% of the typical ridership for LYNX. A slight dip was reported when fare collection was reinstated September 1, 2020.
- Mr. O'Keefe believes ridership within LYNX and SunRail is a testament to just how essential

transit systems are in this region.

- Automatic Passenger Counters (ACPs) are now installed on the entire LYNX fleet. This allows for more accuracy for reporting going forward.
  - The next service change in December will allow for different fleet vehicle types and provide a better need for right inventory for passengers to maintain social distancing.
- A station analysis regarding accessibility and safety was previously noted for the Altamonte Springs SunRail Station. Station analysis and site visits are currently underway for Poinciana, Tupperware, Sanford, Meadow Woods, and Sand Lake SunRail Stations.

**Agenda Item: Votran Bus Connectivity**

**Presenter: Kelvin Miller**

- Mr. Alvarez mentioned that for the month of July 2020, Votran SunRail routes had an average daily ridership of 38 passengers. This represents a 33% decrease as compared to July 2019.
- The month of August 2020 had an average daily ridership of 40 passengers which is a decrease of 42% from August 2019.
- The month of September 2020 reported an average daily ridership of 42. A decrease of 33% as compared to September 2019.
- It was noted the average daily ridership for the year is at 45 passengers daily which shows a 36% decrease overall from last year. All decreases are a result of the COVID-19 pandemic.

**Agenda Item: Action Items**

**Presenter: Chairman Dallari**

- Requested Action
  - Ratification of the Volusia County CAC Re-Appointment of Margaret Iglesias
  - Ratification of the Seminole County CAC Appointment of Dorothy O'Brien
  - Ratification of the City of Orlando CAC Appointment of Edward Richter
    - Motion to ratify the Seminole County, Volusia County, and City of Orlando CAC Appointments
    - Mayor Dyer motioned for approval. Commissioner Janer seconded the motion.
- The motion was approved unanimously.

**Agenda Item: Phase 2 North Discussion/Action**

**Presenter: Jared W. Perdue, P.E.**

- District 5 Secretary Jared Perdue addressed the change of the Phase 2 North discussion and notated the original intent for the discussion was to follow up with items from the last Commission meeting.
- Chairman Dallari questioned the option to proceed with the completion of Phase 2 North and brought out the contractual agreements and funds in place, he would like to move forward with Phase 2 North.
  - Mr. Perdue referred to Secretary Thibault's discussion and stated to move forward with a project of this magnitude, all funding needs to be accounted for and in place. Secretary Perdue spoke to the letter from the Commission and that it is their prerogative on where the discussion goes.
- Commissioner Kelley responded that the funding is not all accounted for as it is unclear with the State rebalancing of the Work Program and that the \$34M will be reallocated. He does not want to move forward spending \$20M and does not believe it is the best use of funding Phase 2 North to DeLand since there is no need at this time. In addition, he could not justify spending the funds and suggest the Commission pause and wait for another round of Federal funds. The pandemic has changed the public's use of roads and would yield the funds to go to the airport instead.
- Commissioner Janer expressed her stance and would like to see the contractual agreement met for the completion of the full 61-mile system. She would like to move forward with Phase 2 North. Each of the Local Funding Partners have met that commitment, and it is not fair for them to say it



will not go move forward. SunRail is an incomplete system until we have that line of the rail completed to DeLand.

- The letter was requested so that the \$34M could be used for other improvements on the rail system.
- Mayor Dyer questioned why Volusia County is reversing their stance on moving forward after they criticized the Department for not securing Federal funding. Mayor Dyer acknowledged the hard work and support from Secretary Thibault to secure the 50% Federal portion and would like to see the completion of the original 61-mile track agreement.
  - Mayor Dyer asked Commissioner Kelley if Volusia County had the ability to fulfill their commitments.
  - Commissioner Kelley responded it would put them in a situation where they would have to apply for a loan. It would obligate the taxpayers of Volusia County at this time.
  - Mayor Dyer and Chairman Dallari were under the impression that it was always Volusia County's plan to apply for a SIB loan.
    - Commissioner Kelley stated they had not planned for the \$3M deficit in operating costs. He reminded the Board that Phase 2 was to be completed by 2015 and since then has seen many setbacks. He understood that Secretary Thibault stated that on May 1, 2021 we will all be paying one way or another, the \$20M plus operational costs will be placed into our budgets and taken from our District 5 funding.
    - Mayor Dyer responded that the State funding is there, but Volusia County's share is not. He believes a delay would completely stop the project and does not foresee receiving a 50% Federal match again.
    - Commissioner Kelley believes 10 to 15 years from now we may have the opportunity once again if the project is justified and if it qualifies. He requested clarification from Secretary Perdue on the DOT statements once the Executive Order was received.
- Mayor Demings stated that in his opinion that between the agreements the system is not complete and believes the Commission should give DOT every tool available to complete Phase 2 North. If DOT feels that funds need to be pulled as per the Executive Order, that would be on the DOT. He asked Secretary Perdue how long it would take to complete the Phase 2 North 12-mile extension and the projected increase of ridership.
- Commissioner Kelley stated that Volusia County has always said it will honor its contractual commitments.
- Mayor Demings requested Secretary Perdue speak about if the 12 miles is completed, how long would it take to complete and what would the projected ridership compared to the full 61 miles.
  - Secretary Perdue stated the design build project would take roughly a year to go through procurement and the construction duration is another 15 to 18 months. The projected ridership would be an additional 200 riders a day.
  - Mayor Demings stated the general feeling is that if the funds are still available and can be allocated to pay for the expansion, there is an opportunity to move forward. Reflecting on the conversation with Secretary Thibault there seems to be no guarantees and if Phase 2 North is not completed then the \$34M could be reallocated to something specific and seemed to be undefined at this point. The Secretary indicated that the Federal guidelines due to Federal flex dollars and perhaps could be flexed back into the District but seemed to be a lot of uncertainty around what that specifically would mean if Phase 2 North were not completed. The Mayor requested clarification from Secretary Perdue.
  - Secretary Perdue responded by saying, now that we received our allocations, we will begin the balancing process. We will start with balancing current year then the year following however being such a large program, we are unable to predict what the impacts will be. The focus will be on safety and preservation, protecting those priorities in the region.

Regarding the \$34M, they do not have a full picture yet so cannot say yes or no to any specific question.

- Commissioner Janer inquired what would happen to the 12-miles of track purchased exclusively for the full build out of the 61-mile system and the maintenance of the track if Phase 2 North is delayed or not completed, which is a breach of contract.
  - Secretary Perdue reiterated that we are all in this together. Commuter rail is a tremendous asset in Central Florida and noted the 12 miles would have to be negotiated as part of the transition. FDOT understands and is very sensitive to the challenges that everyone is facing due to the pandemic.
  - Commissioner Janer responded that the Commission was under the impression, that Phase 2 North was going to be completed as it states in the contract. She restated the 61-mile system is incomplete and questioned how you can transition a system that is not complete. The Commission is only empowered to speak to these contracts. No further response was needed from Secretary Perdue.
- Commissioner Kelley requested a motion to put Phase 2 North on hold.
  - Chairman Dallari asked for a second to the motion. Hearing no second, the motion dies and asks the Commission for further direction.
- Mayor Dyer made a motion to move forward with Phase 2 North with the available funding from the State. Commissioner Janer second the motion.
  - A roll call vote was made:
    - Mayor Dyer – Yes
    - Commissioner Janer – Yes
    - Mayor Demings – No
    - Chairman Dallari – Yes
    - Commissioner Kelley – No
- The motion passed 3-2.

**Agenda Item:** Action Item

**Presenter:** Tawny Olore

**Consultant Selection for the SunRail Transition Plan**

- Ms. Olore stated the action item before the Commission is for the selection of the Consulting Firm for the SunRail Transition Plan.
- Project solicitation was publicly advertised, and two submittals were received in response: HDR Engineering and WSP. The Evaluation Committee consisted of John Booker of Volusia County, Carla Johnson of Orange County, Jean Jreij of Seminole County, Tawny Olore of Osceola County and Scott Zollars of the City of Orlando. The Evaluation Committee reviewed responses while considering the qualifications and experience of the proposed team's approach to the project and similar project experience. The Evaluation Committee was unanimous in their independent scoring of the two teams and WSP scored higher. WSP was quoted at \$1.1M that was within the budget and HDR was quoted at \$1,495,600.
- The Evaluation Committee recommends to this Commission approval of the ranking of the two teams with WSP first and HDR Engineering second. Upon selection of the Transition Consultant by the Commission, the Seminole County Purchasing and Contracts Division will execute the Consultant Services Agreement for the Consultant selected by the Commission.
  - Mayor Dyer made a motion to move forward with the staff recommendation.
  - Commissioner Kelley seconds the motion.
- Chairman Dallari asked if the State decides not to fund Phase 2 North, would there be a need for a Transition Consultant.
  - Ms. Olore responded that the Transition Consultant is required by the existing contracts. The concern is, if the State is putting a pause on Phase 2 North, which means the system would be built out at some undetermined date and the agreements are written around a 61-



mile system then we would not know when that transition date would occur. If they would not move forward with the project, then there is a provision in the contract that say the agreements will be renegotiated. This would have to happen prior to transition thus there would be two paths to consider.

- The motion passed unanimously.

**Agenda Item:** Board Member Comments

**Presenter:** Chairman Dallari

- Commissioner Kelley reminded the Board that this was his last meeting and thanked the Board for the opportunity to serve on this Commission.

**Next Meeting:** Thursday, January 28, 2021 @ 10:00 a.m.  
Location to be determined.

**Adjournment:** Meeting adjourned at 11:46 a.m.

# PLEDGE OF ALLEGIANCE

(Please Stand)

I pledge allegiance to the Flag of  
the United States of America, and to  
the Republic for which it stands, one  
Nation under God, indivisible, with  
liberty and justice for all.





# TITLE VI

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

**ROGER MASTEN**

SunRail Title VI Coordinator

801 SunRail Drive

Sanford, Florida 32771

[Roger.Masten@dot.state.fl.us](mailto:Roger.Masten@dot.state.fl.us)

**JACQUELINE PARAMORE**

State Title VI Coordinator

605 Suwannee Street, Mail Station 65

Tallahassee, Florida 32399



[ WELCOME ]





# APPROVAL

Adoption of October 29, 2020  
Meeting Minutes



# PUBLIC COMMENTS



# REPORTS

## **A. CUSTOMER ADVISORY COMMITTEE**

James Grzesik, Chair

## **B. TECHNICAL ADVISORY COMMITTEE**

Tawny Olore, P.E., Chair

## **C. AGENCY UPDATE**

Charles M. Heffinger, Jr., P.E.

## **D. BUS CONNECTIVITY**

LYNX – Bruce Detweiler

VOTRAN – Kelvin Miller

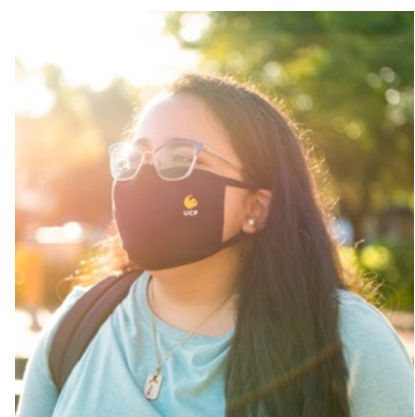






# [2020 RECAP]

- Customer-First Programs
  - Health and Safety
  - Ambassador Support
  - Travel Plan Options
- S.T.R.I.D.E. Focus
- PTC on Schedule
- FRA Grant Awarded
- Campus Connection
- New Citrus Connection
- New Security at LYNX
- Improved Fare Collection
- DeBary Refurbishment
- Safety Award Recipient





# [VISION FOR 2021]



## SAFETY

- Health & Cleaning
- Positive Train Control
- S.T.R.I.D.E.



## RIDERSHIP

- Growing Trends
- New Equipment
- Reasons to Ride



## PROGRESS

- Phase 2 North
- Corridor Use
- Transit-Oriented Development

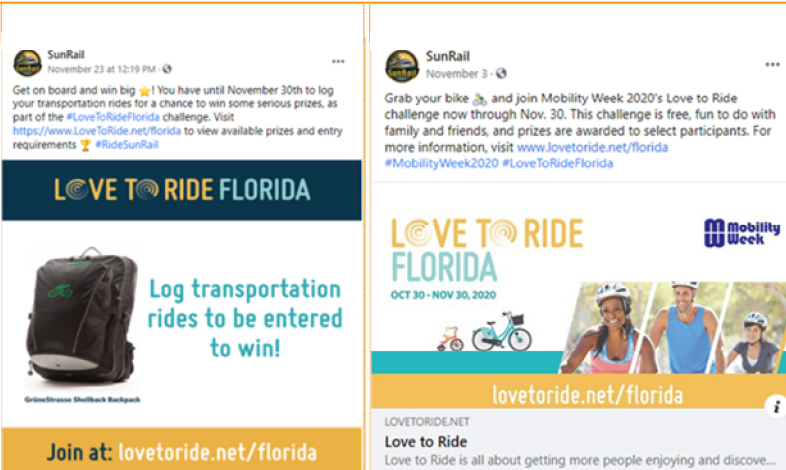
# POSITIVE TRAIN CONTROL

- Running 100% PTC-enabled trains daily, fully implemented on January 1, 2021.





# [ MOBILITY WEEK 2020 HIGHLIGHTS ]



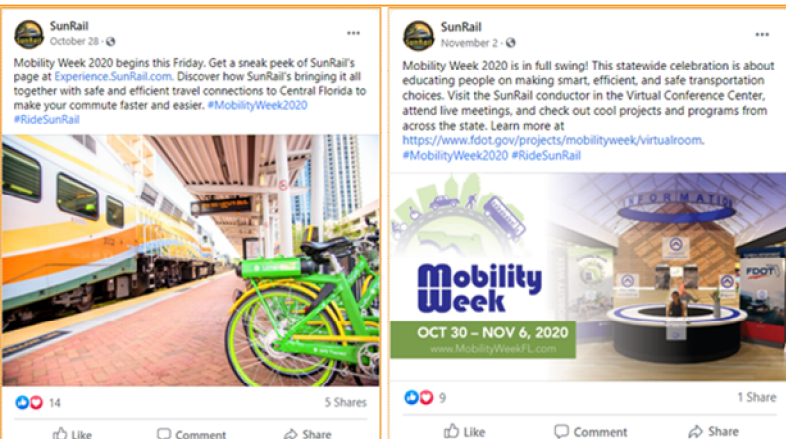
Social Media Announcements



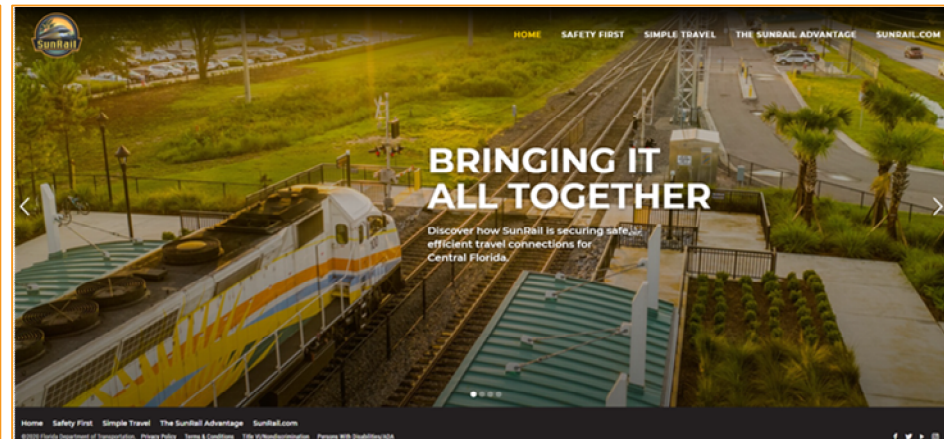
SunRail Booth in Virtual Room



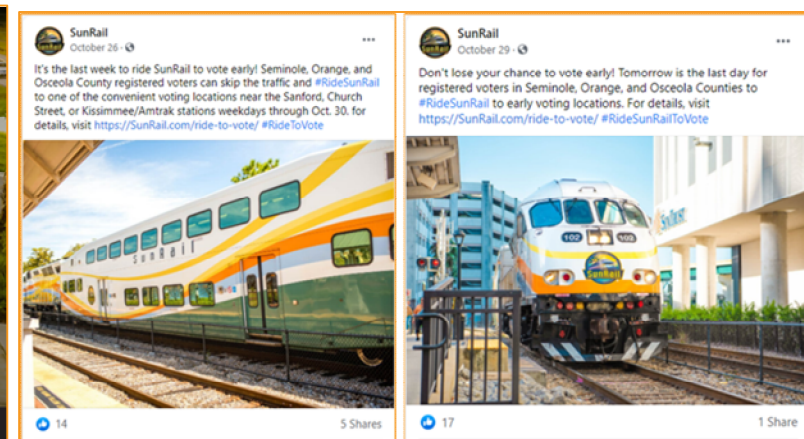
Mobility Week Slider on Website



Love to Ride Challenge Promotion



SunRail Microsite



Early Voting Site Connections





# [ NEW CITRUS CONNECTION ]

- Connects Central Florida to Polk County
- Ridership increased 15% between November-December
- Enhanced wayfinding is coming soon

**WELCOME  
POLK COUNTY**



**NOW SERVICING POINCIANA STATION**



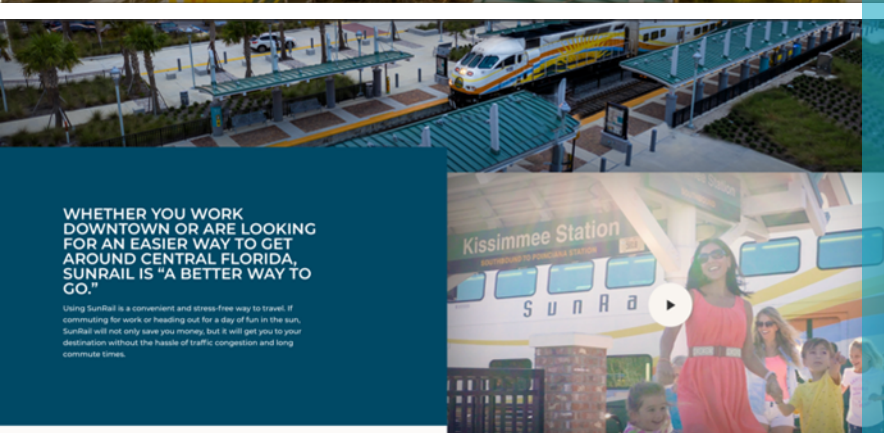
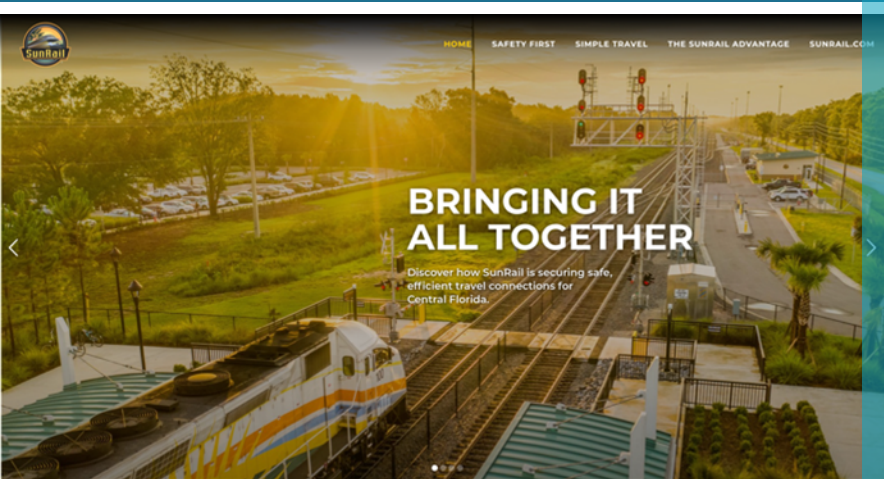


# [DEBARY UPDATES]

- Construction progressing as expected
- Passengers boarding from one platform
- Ambassadors providing additional ticketing support







# [ EXPERIENCE.SUNRAIL.COM ]

- Microsite launched during Mobility Week
- Offers fresh perspective for new and existing riders
- Features destination ideas
- Promotes safety and simplicity



# LYNX CONNECTIVITY

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area

SUNRAIL STATION	Fiscal Year 2020												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr*	May**	Jun	Jul	Aug	Sep	
<b>Days of Operation</b>	<b>23</b>	<b>20</b>	<b>21</b>	<b>21</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>21</b>	<b>257</b>
Sanford	472	464	429	429	475	424	N/A	278	327	352	348	303	391
Lake Mary	103	99	96	105	121	92	N/A	38	39	43	52	53	76
Longwood	80	86	80	87	61	73	12	39	67	53	69	47	63
Altamonte Springs	207	174	129	90	153	160	N/A	36	87	114	147	117	129
Maitland	23	22	18	20	21	27	N/A	10	13	17	17	10	18
Winter Park	414	417	314	368	369	308	47	157	276	309	301	298	298
Florida Hospital/Health Village	335	220	166	299	361	395	38	164	248	315	263	283	257
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	14	26	15	20	19	13	10	11	22	18	19	18	17
Sand Lake Road	96	95	76	70	130	103	15	42	80	84	102	82	81
Meadow Woods	133	127	99	87	142	68	N/A	55	88	107	114	82	100
Tupperware	17	N/A	N/A	27	29	46	***	N/A	45	22	20	21	28
Kissimmee Intermodal													
Poinciana	1	N/A	N/A	4	6	6	***	N/A	7	8	8	5	6
<b>Total - All Stations</b>	<b>1,895</b>	<b>1,730</b>	<b>1,422</b>	<b>1,606</b>	<b>1,887</b>	<b>1,715</b>	<b>122</b>	<b>830</b>	<b>1,299</b>	<b>1,442</b>	<b>1,460</b>	<b>1,319</b>	<b>1,465</b>
Percent change from FY 19 to FY 20	26%	-0.1%	-18%	23%	21%	18%	-92%	-53%	-17%	-20%	-29%	-25%	-11%

N/A – Ridership was not collected due to bus not having Automatic Passenger Counter (APC); as of August 2020 all LYNX vehicles are equipped with APC's.

\*Due to COVID-19, Orange & Osceola Counties instituted a stay-at-home order on March 26 and bus service was reduced on March 30, 2020. This caused a drop in ridership.

\*\*Bus service was re-instated on May 11, 2020.

\*\*Bus service was not provided to this station during the reduced schedule that took place on March 30 and ended on May 9, 2020.



# [ LYNX CONNECTIVITY ]

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area

SUNRAIL STATION	Fiscal Year 2021												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr*	May**	Jun	Jul	Aug	Sep	
<b>Days of Operation</b>	<b>22</b>	<b>19</b>											<b>41</b>
Sanford	112	279	266										219
Lake Mary	42	49	56										49
Longwood	39	57	50										49
Altamonte Springs	40	101	80										74
Maitland	15	12	14										14
Winter Park	201	227	255										228
Florida Hospital/Health Village	246	255	248										250
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	17	20	20										19
Sand Lake Road	71	87	73										77
Meadow Woods	77	80	76										78
Tupperware	7	11	11										10
Kissimmee Intermodal													
Poinciana	4	4	3										4
<b>Total - All Stations</b>	<b>871</b>	<b>1,182</b>	<b>1,152</b>										<b>1,068</b>
Percent change from FY 19 to FY 20	-54%	-32%	-19%										-27%

# [LYNX CONNECTIVITY]

## LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	November		Change	% Change
	FY20	FY21		
18	26,418	14,528	(11,890)	-45%
418	4,957	2,783	(2,174)	-44%
155	830	360	(470)	-57%
306	2,089	982	(1,107)	-53%
604	294	127	(167)	-57%
631	572	263	(309)	-54%
632	267	193	(74)	-28%
709	1,450	811	(639)	-44%

# [VOTRAN CONNECTIVITY]

December 2020

Activity at DeBary Station	Fiscal year 2019												Annual Daily Average
	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	
Days of Operation	23	21	20	22	20	21	22	22	20	22	22	19	254
Avg Daily Ridership	98	66	85	89	64	76	66	61	59	57	69	63	71

Activity at DeBary Station	Fiscal year 2020												Annual Daily Average
	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	
Days of Operation	23	20	21	22	20	22	22	20	22	23	21	21	257
Avg Daily Ridership	65	48	74	63	52	44	25	7	42	38	40	42	45

Activity at DeBary Station	Fiscal year 2021												Annual Daily Average
	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	
Days of Operation	22	20	22										64
Avg Daily Ridership	37	30	30										32

NOTES: Beginning October 2016 driver keys count only boardings and alightings at DeBary Station. Fiscal years 2014, 2015, and 2016 data reported boardings along SunRail Routes.

Hurricane Dorian in 2019 interrupted Votran service 9/2-9/4, SunRail service 9/3-9/5, SunRail service was closed 9/2 for Labor Day.

No SunRail service on Thanksgiving, Christmas, New Year's Day, Independence Day, Labor Day, Memorial Day and Martin Luther King Jr. Day



# DISCUSSION ITEMS

## A. SUNRAIL TRANSITION CONSULTANT

Tawny Olore, P.E.

## B. PHASE 2 NORTH UPDATES

Secretary Jared Perdue





# SUNRAIL TRANSITION CONSULTANT

Tawny Olore, P.E.







# PHASE 2 NORTH VALUE ENGINEERING PROCESS

**OPTION 1**  
**\$14.1M**

**OPTION 2**  
**\$41.95M**

**OPTION 3**  
**Current Scope**  
**\$74.7M**

**OPTION 4**  
**No Build**

# [ PHASE 2 NORTH – \$44.1M ]



**A. Operate full service to DeLand**

- Meets base rate of service requirements

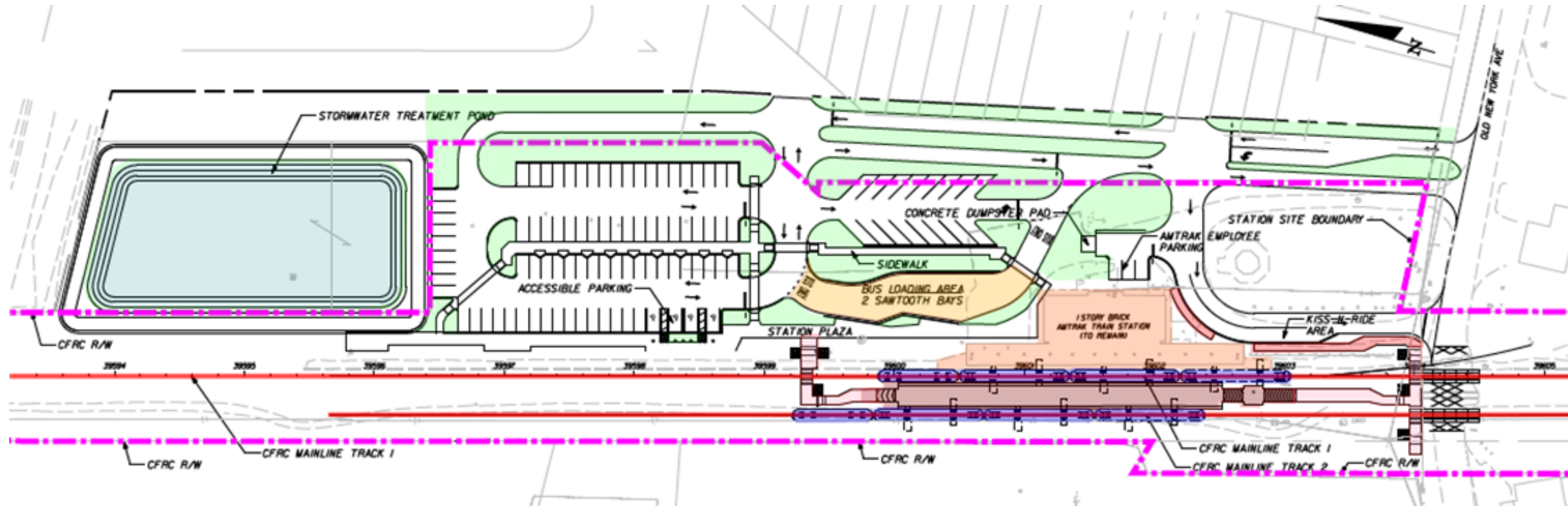
**B. Build 2<sup>nd</sup> track stub/center platform SunRail Station**

**C. Will use additional row - parking/pond – 90 - 102 spaces**

**D. Additional infrastructure required**

- Construct 6 miles of double track
- Upgrade Benson Junction track/grade crossing
- Construct signals to reflect corridor change

# [ SITE PROPOSAL MODIFIED DELAND STATION CONCEPT ]



# **ACTION ITEMS**

## **BRIGHTLINE RESOLUTION**

Tawny Olore, P.E.





# ELECTION OF OFFICERS



# COMMITTEE MEMBER COMMENTS



**THANK YOU**  
Next Meeting April 29, 2021





# SUPPORTING CHARTS AND DATA





# [ QUIET ZONES ]

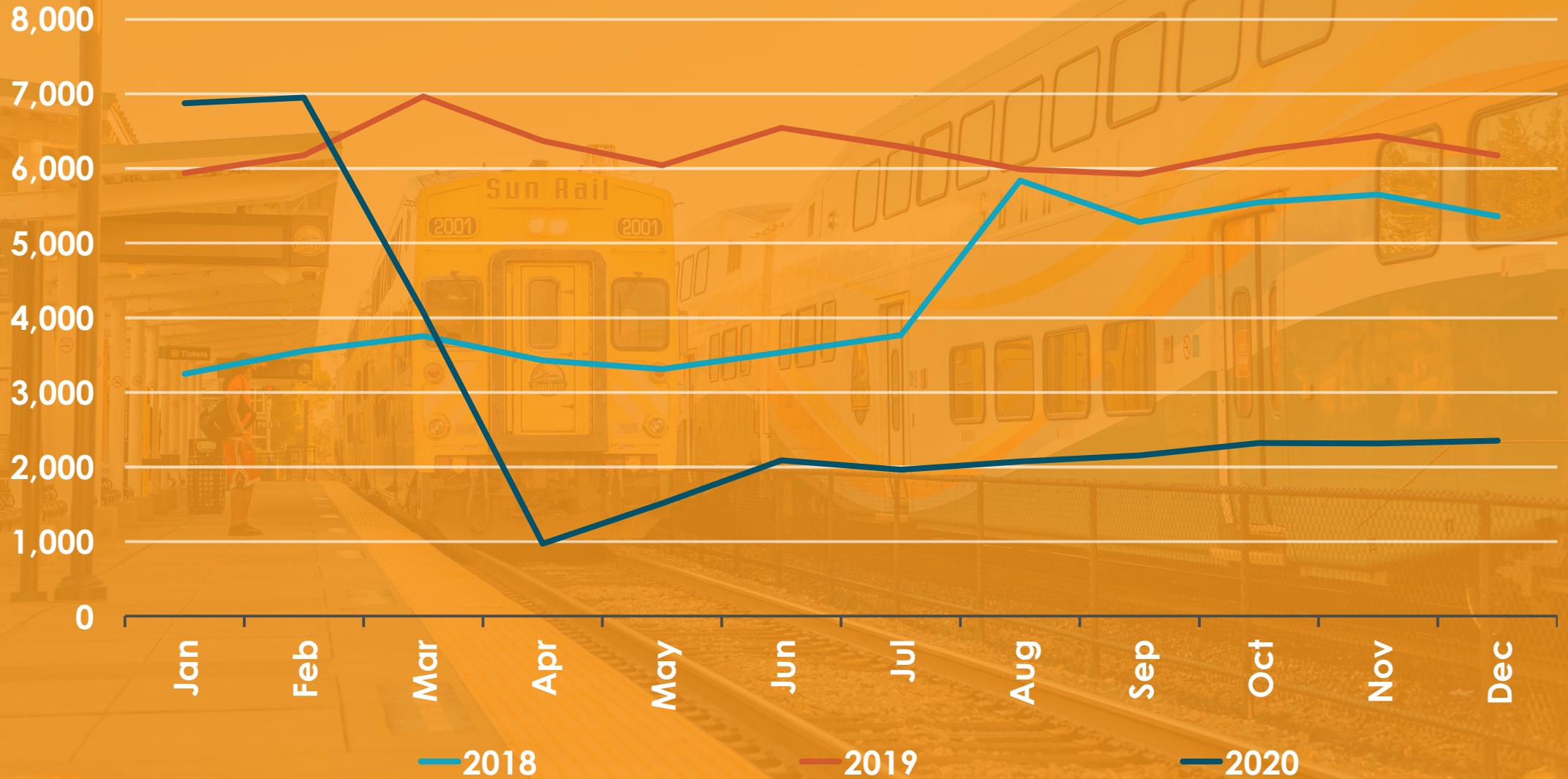
Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established
Seminole County	Notice of Establishment (NOE) complete.
City of Orlando	Assessing Quiet Zone qualifications. Two additional crossings upgrades in progress. (South St./Washington St.)
City of Kissimmee	NOE complete. To be sent week of January 4, 2021

Local communities may apply for quiet zones and information is available on the "About" page at [SunRail.com](http://SunRail.com)



# AVERAGE DAILY RIDERSHIP

Oct – 2,322 | Nov – 2,317 | Dec – 2,355

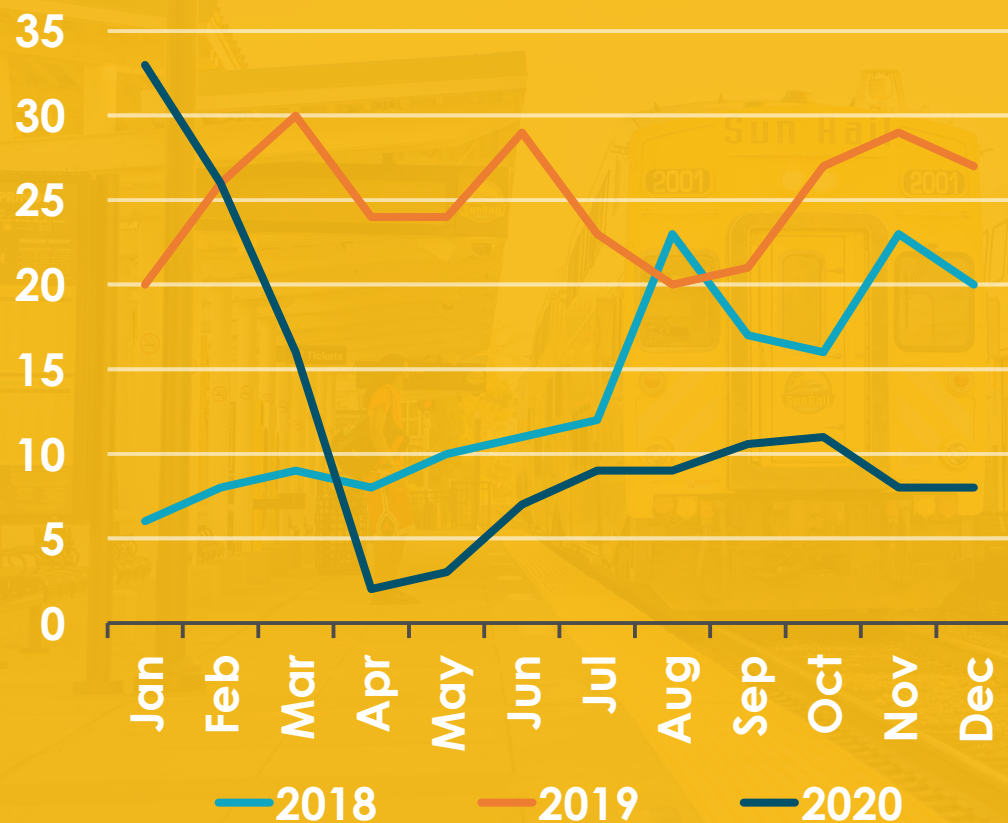




# ONBOARD STATS

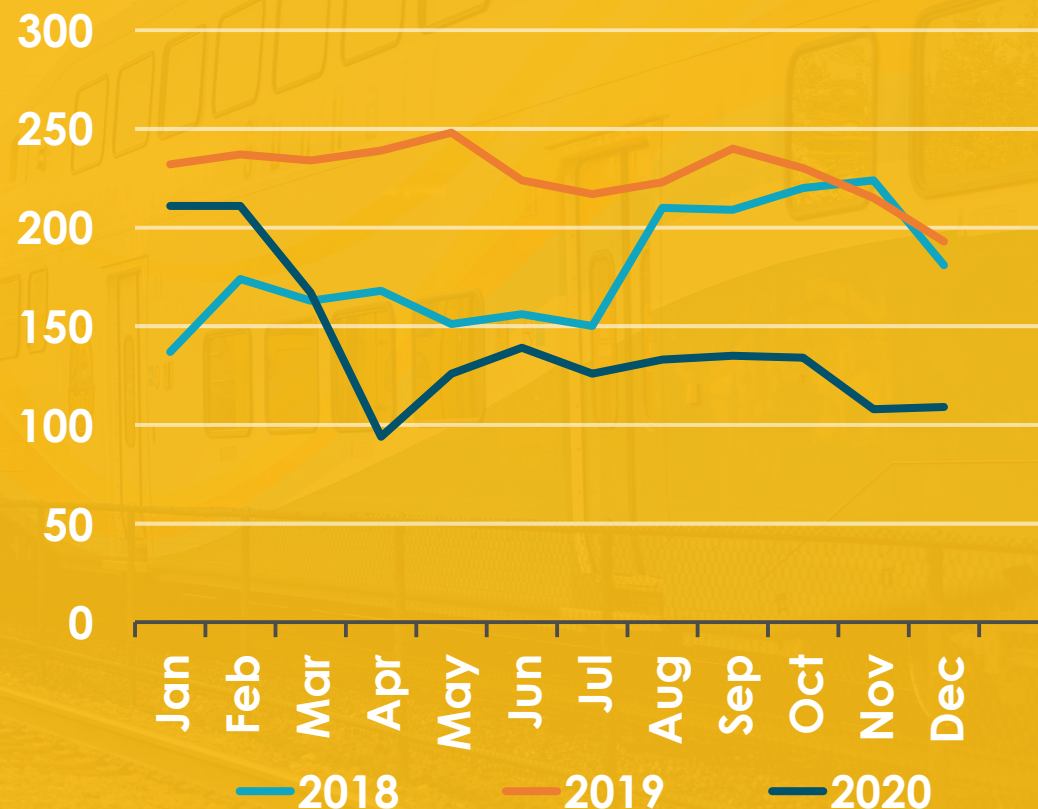
## ADA

Oct – Dec Average: 9



## BICYCLE

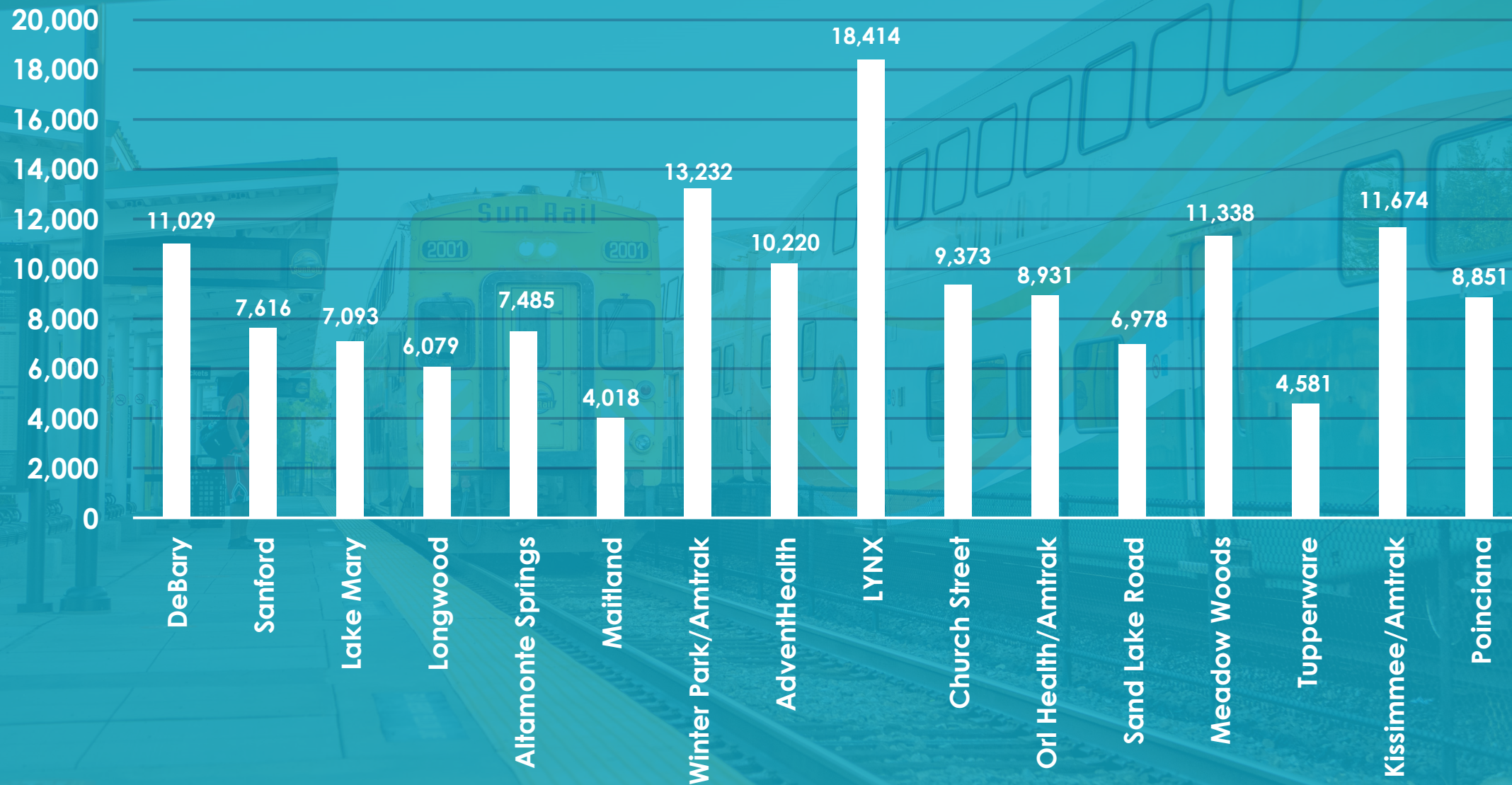
Oct – Dec Average: 117





# BOARDINGS BY STATION

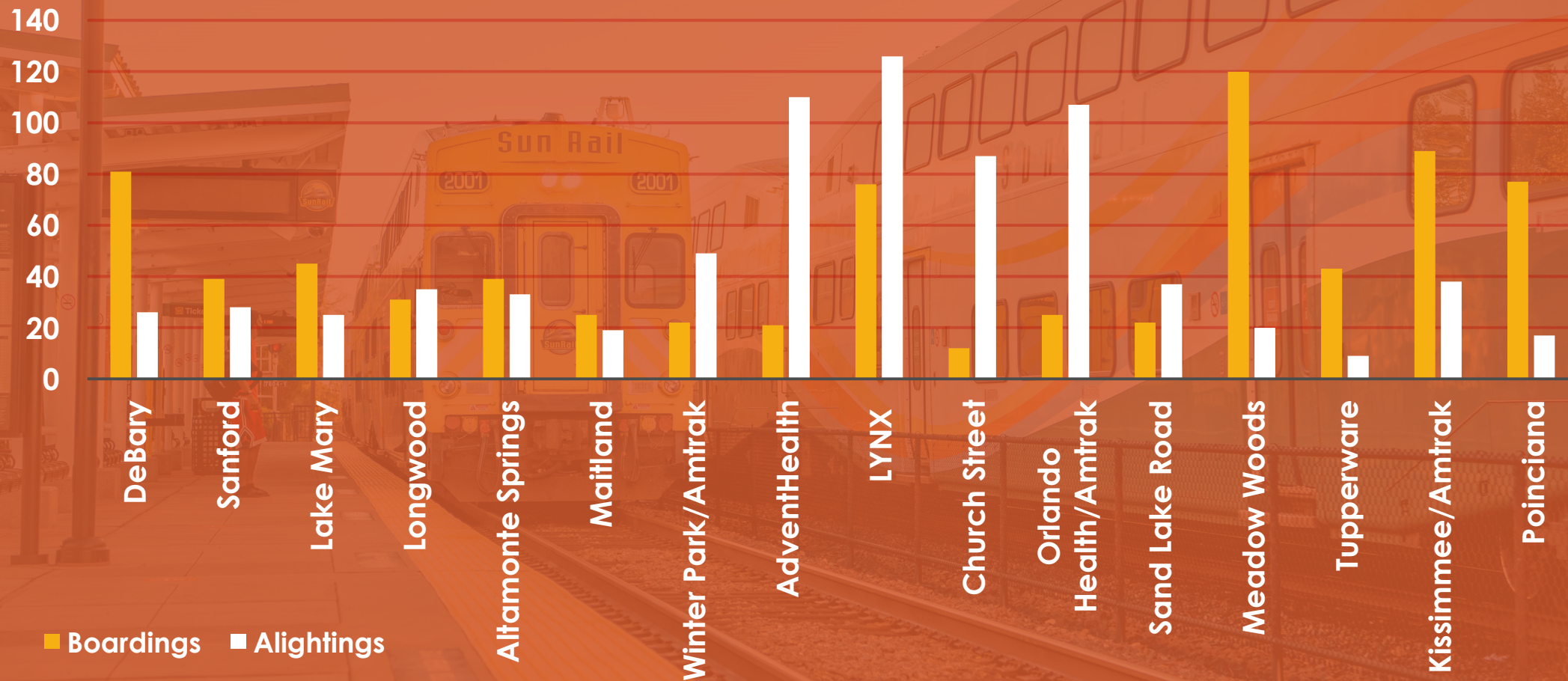
Ridership October – December 2020





# [BOARDINGS & ALIGHTINGS]

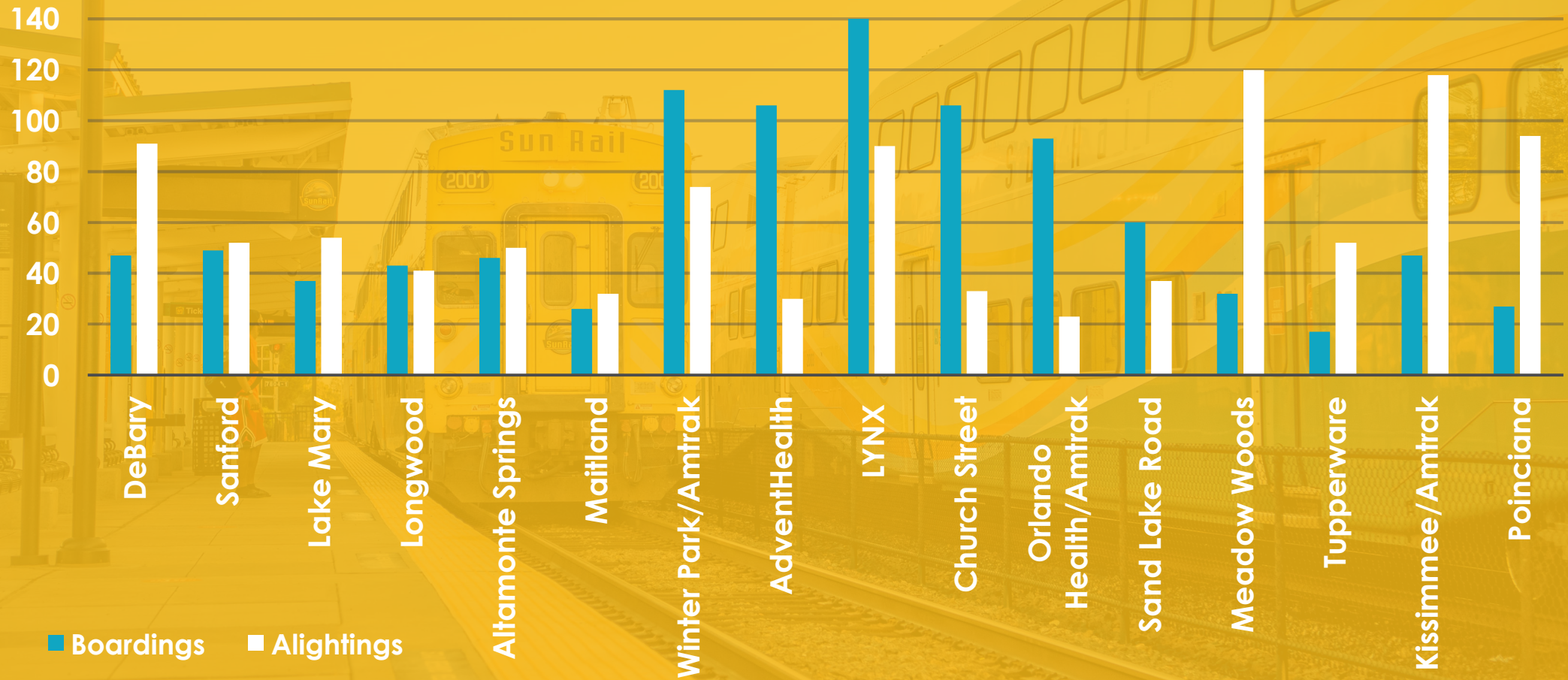
AM PEAK  
5:45 AM – 8:45AM (NB from Poinciana)  
October – December 2020





# [BOARDINGS & ALIGHTINGS]

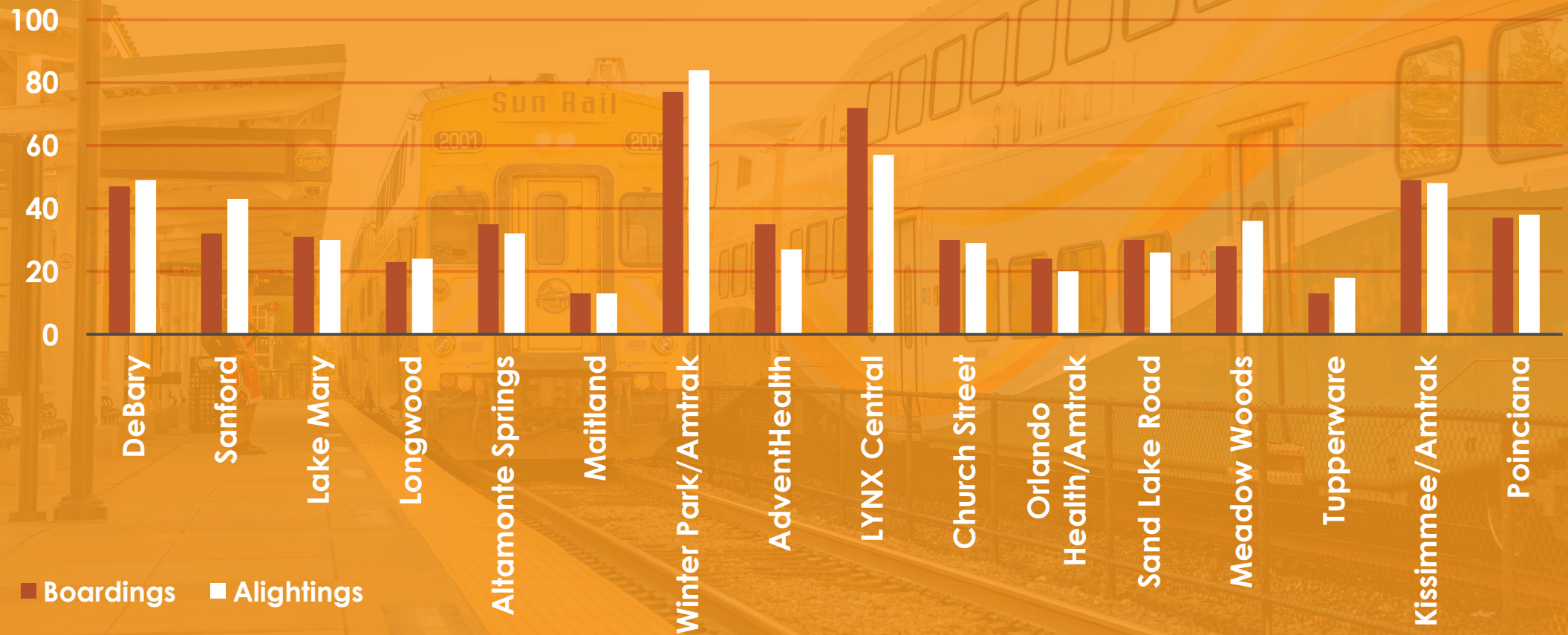
PM PEAK  
3:15 PM – 6:25 PM (NB from Poinciana)  
October – December 2020





# BOARDINGS & ALIGHTINGS

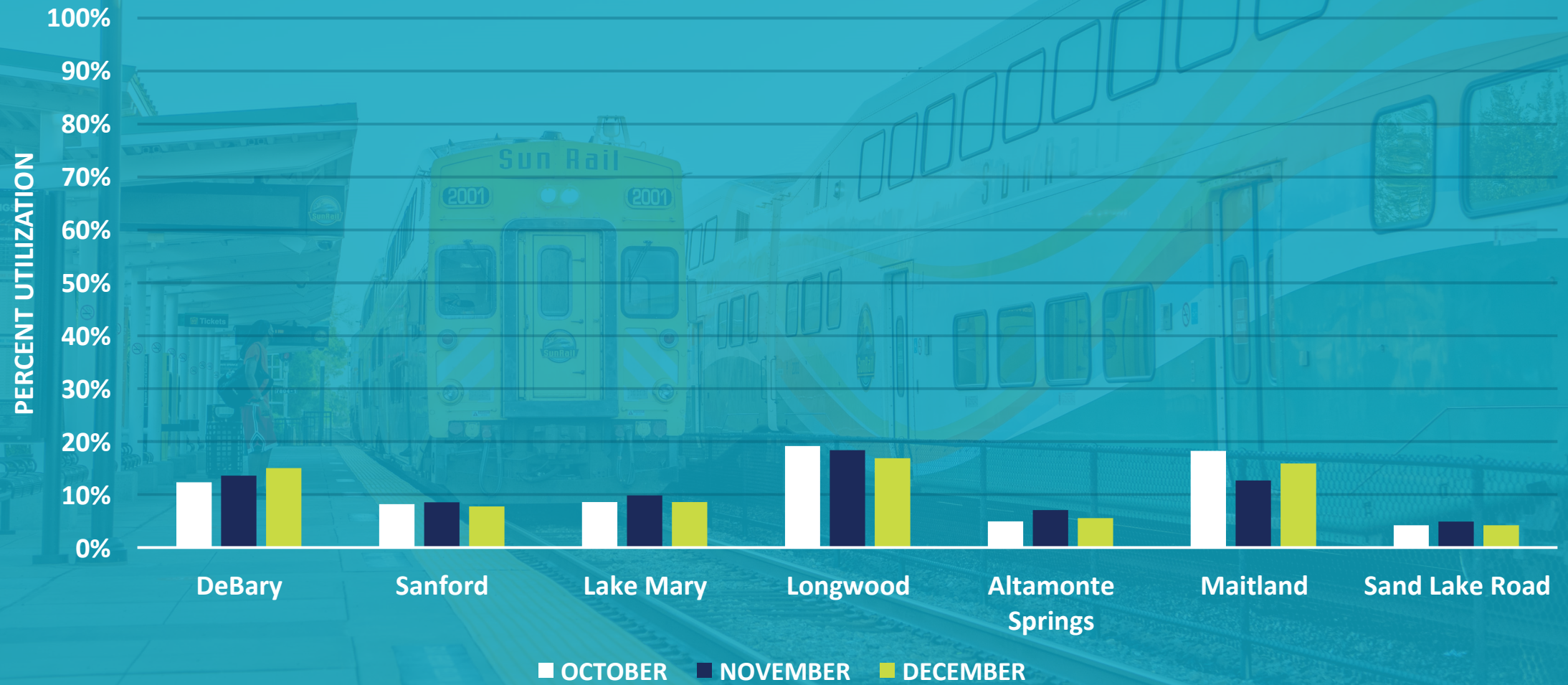
OFF PEAK  
10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)  
October – December 2020





# IOS STATION PARKING

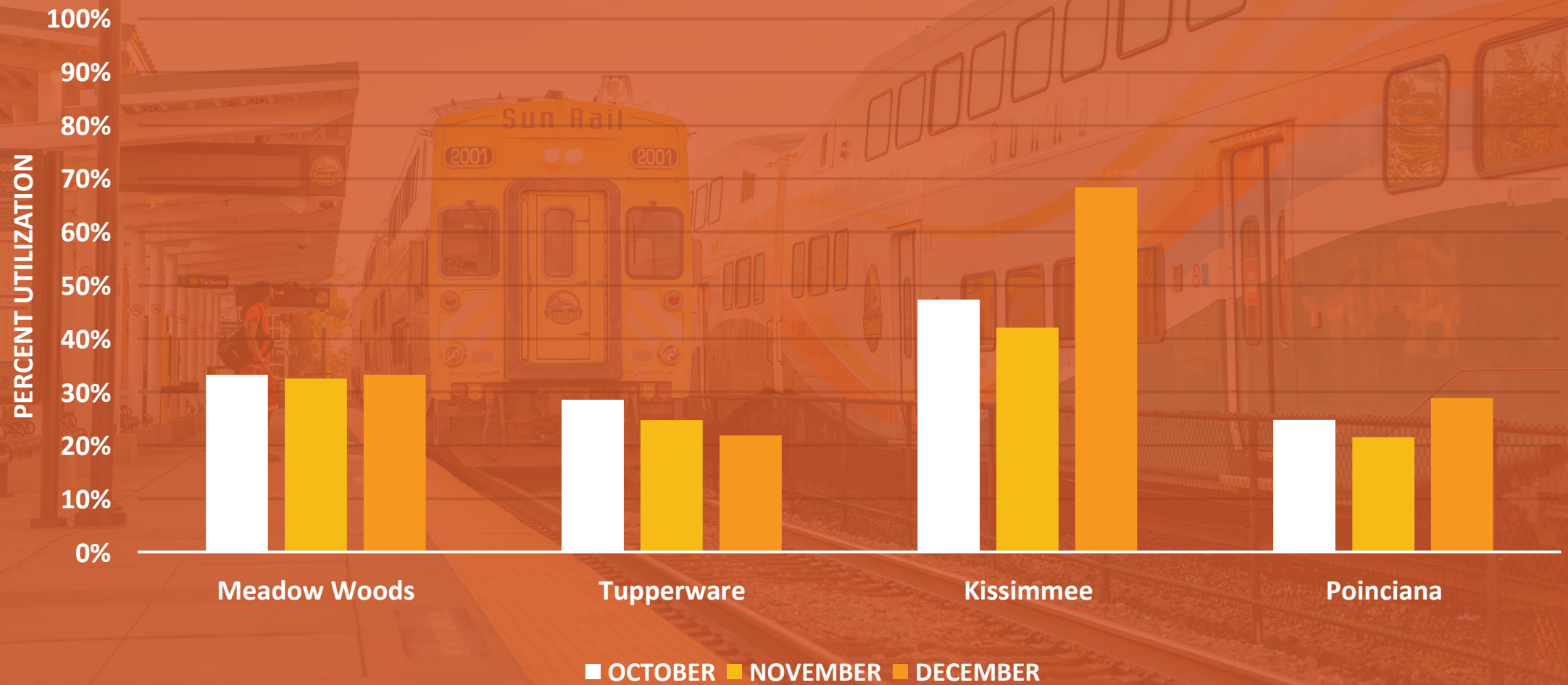
OCTOBER – DECEMBER 2020





# SOUTHERN EXPANSION STATION PARKING

OCTOBER – DECEMBER 2020

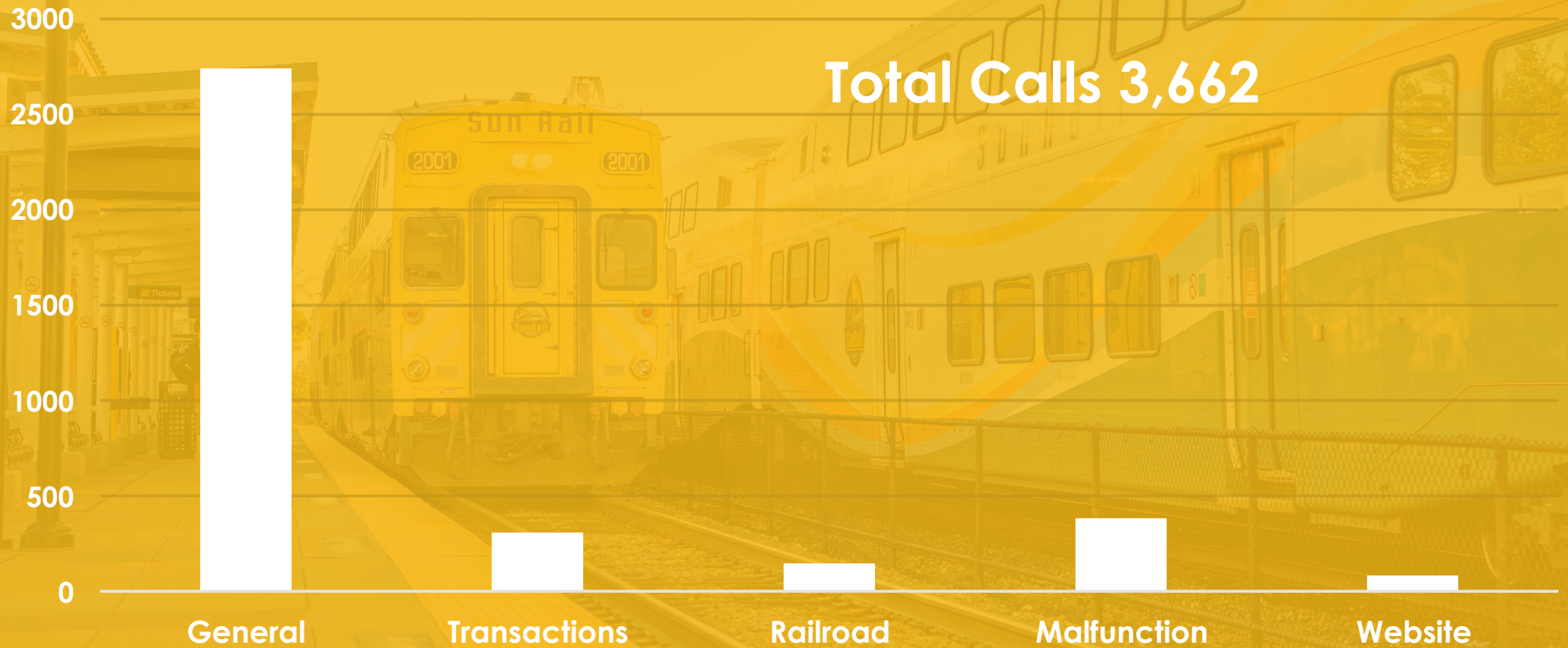




# CUSTOMER SERVICE CALLS

OCTOBER – DECEMBER 2020

Total Calls 3,662





# ABOVE AVERAGE

- On-Time 55 Days
- 63 Operating Days
- Ran 2,520 Trains

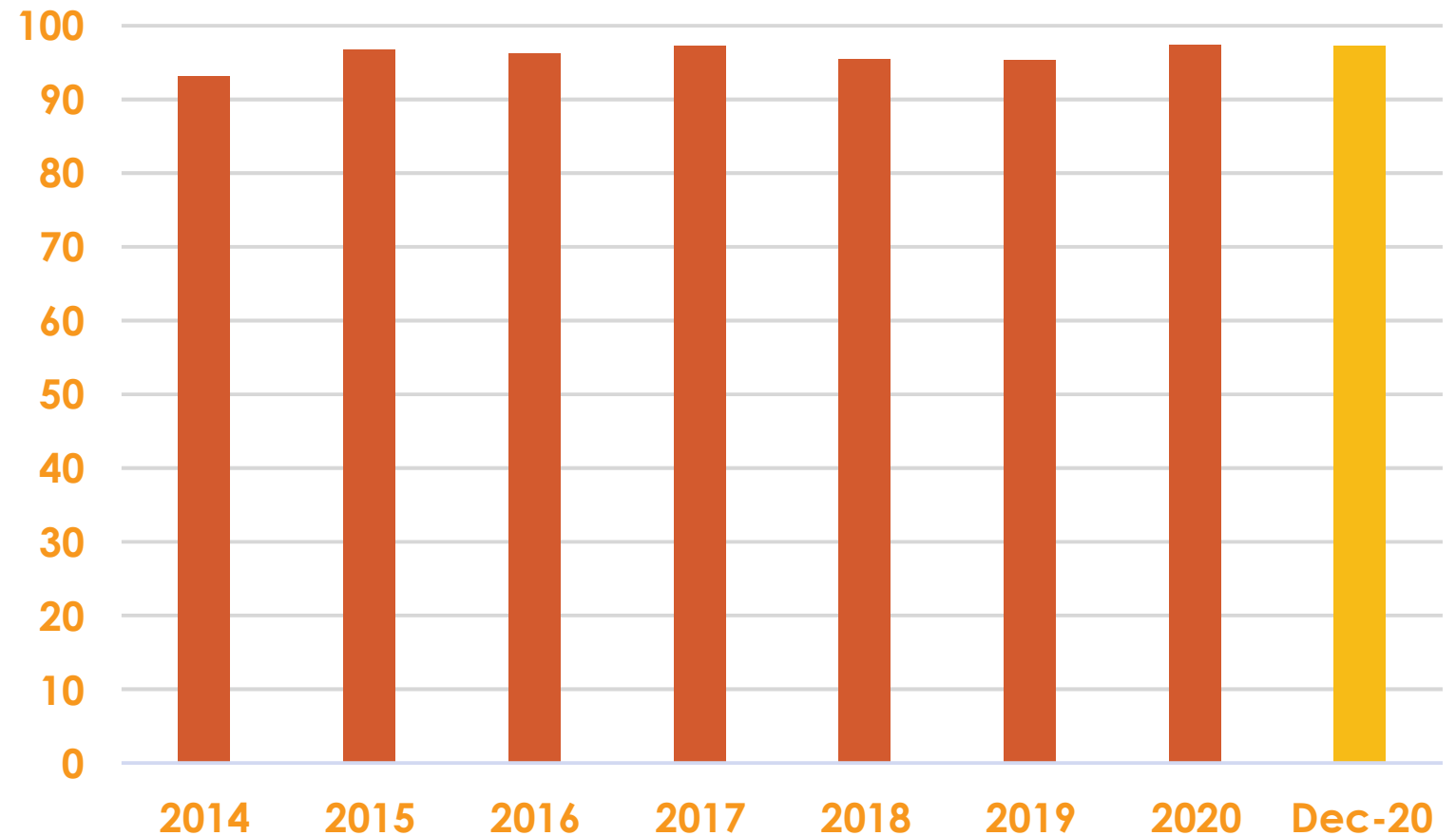
## ON-TIME PERFORMANCE AVERAGE

October 2020 – December 2020

Goal = 95%

Actual = 97.3%

Contract = 99.2%



From inception and current month.

# TRAIN PERFORMANCE DETAIL

## OCTOBER – DECEMBER 2020

Train Performance Overview	Trains	Percentage
On-Time	2,451	97.3%
Late	61	2.4%
Annulled	8	0.3%
Total Trains Operated	2,520	100.0%

Performance Detail	Days	Trains	Percentage
Injuries/Illness	1	1	0.0%
Mechanical	16	28	1.1%
Other	6	10	0.4%
Passengers	1	1	0.0%
Signals & Components	6	6	0.2%
Trespasser/Grade Crossing/Near Misses	7	19	0.8%
Total (Rounded)		69	2.7%



# REVENUE INCIDENTS BY CITY/COUNTY

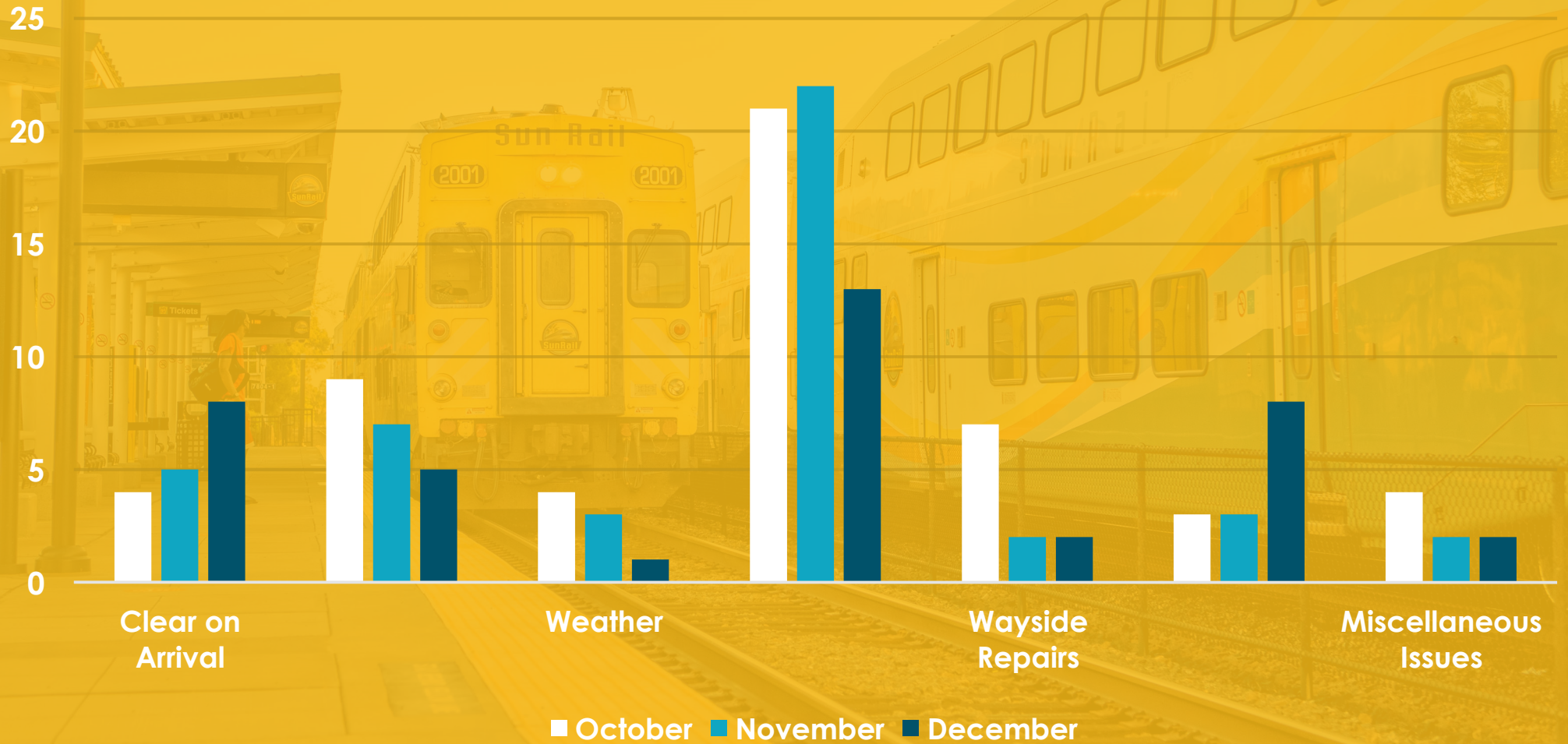
OCTOBER – DECEMBER 2020





# CFRC SIGNAL SYSTEM INCIDENTS

OCTOBER – DECEMBER 2020



# FY20/21 OPERATING BUDGET UPDATE

## OPERATING REVENUE

## ANNUAL BUDGET

## YEAR TO DATE DECEMBER 31, 2020

BUDGET	ACTUAL
--------	--------

Farebox revenue
CSX usage fees
Amtrak usage fees
FCEN usage fees
Right-of-way lease revenue
Ancillary revenue
<i>Subtotal - System revenue</i>

\$ 1,109,140
\$ 3,760,457
\$ 1,075,395
\$ 29,163
\$ 103,234
\$ 354,966
\$ 6,432,355

\$ 554,570	\$ 437,537
\$ 1,880,229	\$ 1,594,684
\$ 537,698	\$ 419,385
\$ 14,582	\$ 13,541
\$ 51,617	\$ 43,561
\$ 177,483	\$ 315,951
\$ 3,216,178	\$ 2,824,659

FTA §5307 - Urbanized Area Grant Funds
2020 CARES Grant Funds

\$ 10,416,581
\$ 12,615,845

\$ 10,416,581	\$ 10,416,581
\$ 12,615,845	\$ 12,615,845

## TOTAL OPERATING REVENUE

**\$ 29,464,781**

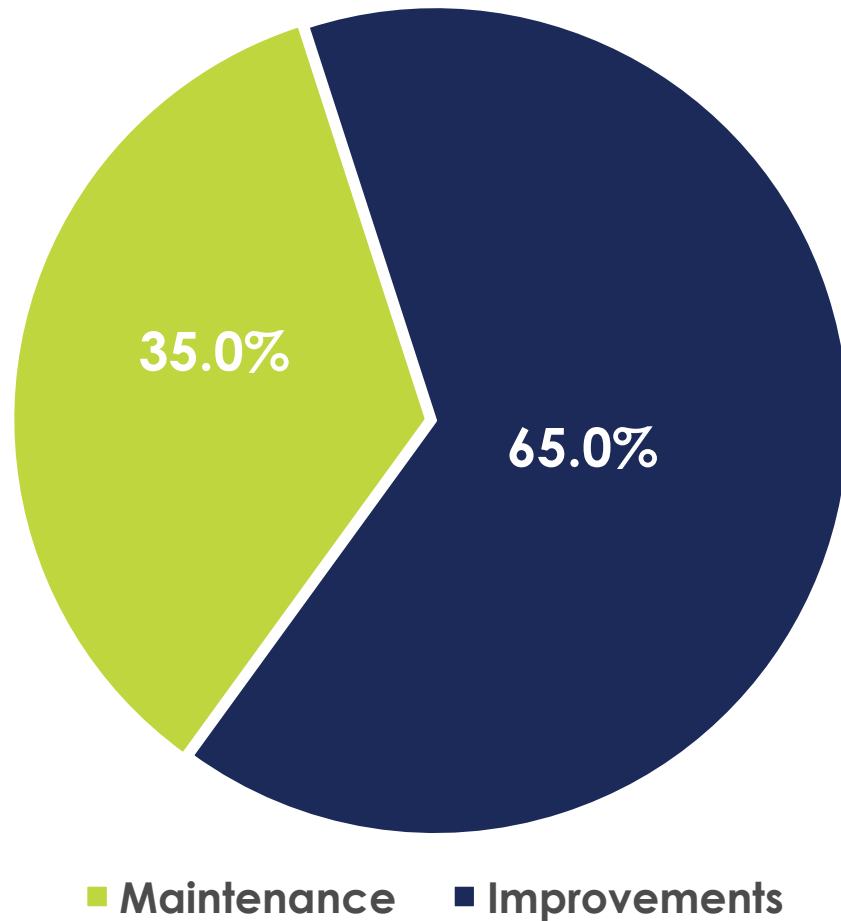
**\$ 26,248,604    \$ 25,857,085**

# FY20/21 OPERATING BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	YEAR TO DATE DECEMBER 31, 2020	
		BUDGET	ACTUAL
Bombardier - Operations	\$ 10,721,416	\$ 5,360,708	\$ 5,063,199
Bombardier - Maintenance	\$ 16,423,480	\$ 8,211,740	\$ 8,414,792
Bombardier - Incentive/Disincentive	\$ 1,357,245	\$ 678,623	\$ 658,500
Conduent - Back-of-the-House Hosting	\$ 961,324	\$ 480,662	\$ 453,072
Conduent - Fare Equipment Maintenance	\$ 2,281,026	\$ 1,140,513	\$ 1,055,620
Herzog - Signal Maintenance of Way	\$ 3,271,522	\$ 1,635,761	\$ 1,714,730
Green's Energy - Fuel	\$ 2,015,072	\$ 1,007,536	\$ 588,671
Gallagher - Insurance	\$ 2,153,781	\$ 2,153,781	\$ 4,646,454
Amtrak - Heavy Vehicle Maintenance	\$ 1,395,428	\$ 697,714	\$ 436,393
Wells Fargo - Banking Services	\$ 5,029	\$ 2,515	\$ 2,061
Bank of America - Merchant Services (Banking)	\$ 96,840	\$ 48,420	\$ 12,173
MidFlorida - Armored Car Service	\$ 45,387	\$ 22,694	\$ 12,420
AT&T/Verizon - Wi-Fi Service	\$ 35,262	\$ 17,631	\$ 8,330
Fare Media Smart Card	\$ 31,147	\$ 15,574	\$ 33,978
Limited Use Smart Card	\$ 445,851	\$ 222,926	\$ 202,200
PTC O&M Costs	\$ 5,000,000	\$ 2,500,000	\$ 1,670,280
Bombardier - COVID Decontamination Services	\$ 4,479,310	\$ 2,239,655	\$ 1,374,374
<i>Subtotal - System operating costs</i>	<i>\$ 46,239,810</i>	<i>\$ 25,359,560</i>	<i>\$ 26,347,248</i>
Feeder Bus Expenses	\$ 2,028,263	\$ 1,014,132	\$ 658,636
Capital Maintenance	\$ 8,912,000	\$ 4,456,000	\$ 4,505,694
Consultant Support	\$ 9,404,698	\$ 4,703,224	\$ 6,307,260
<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>	<b>\$ 71,064,081</b>	<b>\$ 35,532,916</b>	<b>\$ 37,818,838</b>



# CAPITAL MAINTENANCE



## ■ Maintenance

Non-recurring corrective or preventive maintenance or in-kind replacement

## ■ Improvements

Extend the useful life, increase the value or add new uses

## **RESOLUTION OF SUPPORT**

This Resolution of Support (“ROS”) is entered into on February 4, 2021 by and between the **CENTRAL FLORIDA COMMUTER RAIL COMMISSION (“CFCRC”)**, a legal entity and public body and unit of local government, established by Interlocal Agreement under Section 163.01, Florida Statutes, and **BRIGHTLINE TRAINS FLORIDA LLC**, a Delaware limited liability company (“BRIGHTLINE”), individually, a “Party”; together, “The Parties”.

## **RECITALS**

WHEREAS, BRIGHTLINE has established the first new major private passenger intercity railroad in the United States in over a century and asserts that its rail system offers travel that is faster, safer, more eco-friendly, more reliable, more productive and more enjoyable than travel by car or air.

WHEREAS, BRIGHTLINE has invested over \$1.7 billion, has built three (3) stations, and extensive rail infrastructure in the Florida East Coast Railway (“FECR”) corridor to connect Miami, Fort Lauderdale, and West Palm Beach. BRIGHTLINE is currently expending an additional \$2.7 billion to extend the rail system to the Orlando International Airport, “OIA.” This expansion is currently under construction.

WHEREAS, BRIGHTLINE is planning to extend its intercity passenger train service from Orlando International Airport to Tampa, with stops to be determined later.

WHEREAS, BRIGHTLINE and the CFCRC believe that a robust statewide rail system incorporating both intercity and regional commuter trains supports implementation of the Florida Department of Economic Opportunity’s Florida Strategic Plan for Economic Development 2018-2023, by:

- Alleviating traffic congestion and thereby reducing related costs
- Decreasing the time of travel between economic centers
- Improving multimodal connectivity
- Attracting, retaining, and expanding innovation driven, high wage, high skill industries
- Increasing economic sustainability by improving the quality of life of residents
- Leveraging private investment in the enhancement of state and regional transportation systems.

WHEREAS, the State of Florida has supported both commuter rail and intercity rail through its ownership of the railroad corridor on which SunRail operates and its management of SunRail operations, and its granting of leases of state rights-of-way for segments of the Cocoa-Orlando segment of BRIGHTLINE’s current intercity route.

WHEREAS, the CFCRC and BRIGHTLINE recognize the strategic potential of joint operations (SunRail commuter and BRIGHTLINE intercity) on portions of the Tampa extension, and the objective of enabling a SunRail connection to the Orlando International Airport, “Project.”

WHEREAS, the CFCRC is interested in studying the potential of SunRail utilizing the proposed new and existing rail infrastructure from the Meadow Woods SunRail station to Orlando International Airport (the Route) in a manner that provides the greatest flexibility for future expansion of SunRail service to key activity nodes and the CFCRC may elect to evaluate, and not preclude, other potential corridors within its jurisdiction and operating scenarios.

WHEREAS the CFCRC agrees to explore with BRIGHTLINE the joint use of the rail corridor by SunRail and Brightline from the Meadow Woods SunRail station to Orlando International Airport, with the areas to be explored jointly being:

1. Engagement of the community in identifying the potential locations of new stations
2. Assessing the economic and operating structures to allow for the extension of SunRail along the Route, including the following aspects:
  - a. Planned capacity of the shared system, including identification of proposed station locations and levels of service.
  - b. Assessing the operations and maintenance protocols, including dispatch of trains, and the sharing of costs for dispatch, maintenance and future capital expenses.
  - c. Assessing the track and safety standards for the system, including Positive Train Control.
3. Planned use of the existing space within the rail corridor, along with the appropriate terms and conditions, that preserves and ensures the future ability for SunRail and Brightline to independently operate within the corridor.

NOW THEREFORE BE IT RESOLVED by the CFCRC, that:

**SECTION ONE** – The CFCRC hereby memorializes its support for studying the Project and will work with, and assist, BRIGHTLINE in its efforts to meet with local governments and organizations with an interest in the Project, to discuss ways to potentially implement the Project along the Route, including, but not limited to, the expansion of SunRail services to Orlando International Airport. These discussions may include identifying the costs to develop and maintain the Project and potential cost sharing proposals, the full interoperability of the tracks along the Route, and the potential for securing grants to offset planning, design and capital costs.

**SECTION TWO** – This Resolution shall take effect immediately upon its adoption.

**PASSED AND DULY ADOPTED BY THE CENTRAL FLORIDA COMMUTER RAIL COMMISSION THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021.**



**ATTEST:**

**CENTRAL FLORIDA COMMUTER RAIL  
COMMISSION**, a municipal corporation, organized  
existing under the laws of the State of Florida

By: \_\_\_\_\_  
Title

By: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM AND LEGALITY  
for the use and reliance of the CFCRC

\_\_\_\_\_, 2021

\_\_\_\_\_  
(Attorney)