

The background of the slide is a photograph of a train at a station platform. The train is white with blue and yellow accents. The platform has a yellow safety line. The image is slightly blurred, giving a sense of motion.

CENTRAL FLORIDA COMMUTER RAIL COMMISSION

April 29, 2021



Central Florida
Commuter Rail Commission

Date: April 29, 2021
Time: 10:00 a.m.
Location: LYNX
455 N. Garland Ave., 2nd Floor Board Room
Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance**
 - II. Announcements/Recognition**
 - A. Chairman's Remarks
 - III. Confirmation of Quorum**
 - IV. Approvals**
 - A. Adoption of February 4, 2021 CFCRC Board Meeting Minutes
 - V. Public Comments**
 - VI. Reports**
 - A. SunRail Customer Advisory Committee (CAC) Update – Dorothy O'Brien, Vice-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
-



Central Florida Commuter Rail Commission

VII. Discussion Items

- A. Transition Update – Alan Danaher
- B. Brightline Update – Tawny Olore
- C. Phase Two North Update – Ashraf Elmaghraby

VIII. Other Business

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

IX. 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 at least three business days prior to the event.

Central Florida Commuter Rail Commission Meeting

February 4, 2021

10:00 a.m.

LYNX, 2nd Floor Board Room

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 Jeff Brower

Minutes

| | |
|--|-------------------------|
| Meeting was called to order by Chairman Dallari at 10:00 a.m. | |
| Pledge of Allegiance and Confirmation of Quorum | |
| Commission Chair's Announcements: | Chairman Dallari |
| <ul style="list-style-type: none">Chairman Dallari welcomed new member Council Chair Jeff Brower of Volusia County. | |
| Approvals: | |
| <ul style="list-style-type: none">Motion to approve the October 29, 2020 CFCRC Board Meeting Minutes was made and passed unanimously. | |
| Public Comments: | |
| <ul style="list-style-type: none">ETC letter emailed to SunRail read by Ms. Nadia Hernandez: Good Morning and thank you to Chairman Dallari, Mayors Dyer and Demmings, and distinguished members of the CFCRC Board. My name is Crissy Martin and I represent Efficient Transportation and Planning for Central Florida (ETC). ETC represents entities on International Drive, home of the Orange County Convention Center, multiple theme parks, restaurants, hotels, and businesses that make up a tourist corridor with over 75,000 hard-working individuals within an 8,000-acre area. The resolution before you today asks that CFCRC commit to work jointly with Brightline on outreach and advocacy in support of their proposed line of the 417, assist them jointly on funding both through public private partnership, grant coordination, and costs to develop and maintain the system, and assist with stop placements that are to be determined later. The resolution asks this Board to accept a plan that bypasses International Drive, the Orange County Convention Center and assist in funding for all areas of the project through one resolution. There are points within the resolution we agree with. We fully support SunRail connecting | |

into the airport eastbound but believe the OUC corridor west connection should run through the International Drive Corridor, prioritizing regional transportation, and then continuing to Tampa. We fully support intercity rail, but we do not support being a spur off a larger system. We appreciate the need for public private partnership, but feel the parameters are too broad and dedicate funding resources towards one mode of transportation when there are many regional transportation needs that also must be considered.

The resolution references the FDEO Strategic Plan for Economic Development that highlights alleviating congestion, decreasing travel time between economic centers, and improving multimodal connectivity.

Orange County has had a multimodal center identified next to its multi-billion-dollar Orange County Convention Center for over twenty years. I also believe you recognize that having this corridor on a route to and from the airport would alleviate congestion decreasing travel times for our residents, workers and 14 million visitors to this area.

There have been many studies over the years on high-speed rail and all have concluded the need and identified the preferred routes. Two of the studies done by the Federal Rail Administration in 2005 and again in 2009, concluded in their Record of Decision that a new terrain connection between I-4 and the Central Florida Greenway (S.R. 417) had the greatest amount of potential wetland and wildlife habitat impact, and reinforcing their conclusions was limited access to alternative station sites, contained deed restrictions to the Hunter's Creek Community, and greater need for public right of way.

The Preferred alternative from these studies include stations at OIA, Orange County Convention Center, Disney, Lakeland, Tampa Union Station, and the Tampa Airport. The studies based their decisions on connections between activity centers with a higher capacity transit to serve local and regional needs, higher ridership revenues, and direct connection among major activity centers.

Patrick Goddard, President of Brightline said at an OEP forum "We're not the transportation planning agency for Central Florida. We are not going to be the answer to everybody's problem" And yes, he is a private company requesting public right-of-way to build a transportation system, but you as a board are accountable and appreciate the need for regional transportation solutions.

Having the Orange County Convention Center as part of the intercity route makes sense, the ability to turn north out of the intermodal station connecting to Highway 50 makes sense, connecting to the airport with multiple tourism hubs makes sense.

For the sake of our workforce, our regional goals, and a system that supports increased ridership we ask you to strongly evaluate the extensive asks in this resolution. We know you value the Orange County Convention Center, the visitors it serves, the workers it employs and the community that benefits so please make sure that serious conversation and consideration be given to that route. Thank you for your time and attention to this important decision.

- Mr. Steven Bacon read his letter to the Board:
 - I would like the opportunity to revise the train and bus schedules as a Consultant provide for "service as needed" rather than run a full schedule of empty train and bus services with an eye on eliminating or reducing operating losses. Wasting public money is a sin at this time because money could be better spent serving the needs of the poor.

Additionally, several million people in Central Florida are housebound in light of the

pandemic. They are crying out for some form of entertainment and family adventure. The SunRail train can deliver and save them from boredom and can be a major tool to initiate a new level of quality of life at affordable prices for weekend unlimited leisure time activities. It just takes imagination, dedication, hard work and community synergism. This can be accomplished in a safe, organized, and scheduled manner, which would include weekend bus service and total commitment of all SunRail resources.

I have the background, the education, experience, imagination, and organizational skills to create the synergism to make each weekends a family adventure. I have the financial background and the statistical and statistician skills to turn operating losses around by not being pusillanimous about solving financial issues nor create a bureaucratic boondoggle.

My background is annexed, and I would be honored to multitask both issues as a consultant; working expeditiously for the goals set by the Governing Board. I have won honors for working with large groups to meet their operating goals for profit and nonprofit entities. I have been listed in Who's Who in American Business.rection of t

Agenda Item: Customer Advisory Committee (CAC) Update

Presenter: James Grzesik

- Mr. James Grzesik stated the CAC meeting took place virtually on January 7, 2021.
- Introduced (3) new members to the CAC Board:
 - Marianna Epright with Osceola County
 - Clark Quackenbush with Osceola County
 - Joseph Hinley with City of Orlando
- Announced the CAC now has a full Board with Representatives across the board.
- One public comment was made regarding the extension from DeBary to DeLand, requesting 24hr SunRail service, and coordination between LYNX, Votran, and SunRail scheduling.
- SunRail Agency Update presented by Mr. Mike Heffinger discussed SunRail operations as well as the extension of SunRail from DeBary to DeLand and the different options. The Brightline expansion was also discussed with the possibility of an opportunity for SunRail to expand to the airport.
- Next CAC meeting will be held April 1, 2021. Location to be determined.

Agenda Item: Technical Advisory Committee (TAC) Update

Presenter: Tawny Olore

- Ms. Tawny Olore notated the TAC meeting was held on January 13, 2021 virtually and was a workshop style meeting.
- A few highlights she pointed out included:
 - Congratulated FDOT for getting PTC up and running on time and working with Amtrak and CSX.
 - Quiet Zones established during the last 3 months.
 - Four options presented for the Phase 2 North extension.

Agenda Item: Agency Update

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

- 2020 Year Recap
- Vision for 2021
 - Aggressive marketing campaign with regards to safety with health and cleaning.

- Positive Train Control doing very well.
- Dynamic Envelope nearing completion.
- Growing trends in ridership.
 - Notated three days ridership hit 2,500 plus.
- New equipment includes a coach and cab car with goals to put them in service by late summer or early fall.
- Reasons to ride SunRail.
- Making progress with Phase 2 North
- Transit-Oriented Development continuing to move forward.
- Operating 100% PTC enabled trains daily, fully implemented on January 1, 2021.
 - Running 99.2% nationally for the month of January. Mr. Heffinger notated this could possibly be the highest percentage nationally.
 - FRA to interview in regard to best practices to ensure running good on-time percentages with Positive Train Control.
 - Mr. Heffinger recognized the hard work and long hours put forth by the SunRail Team to make this happen.
- Mobility Week 2020 Highlights
 - Mobility week is a statewide celebration educating people on making smart, efficient, and safe transportation choices.
 - This year's program featured a virtual conference center for people to attend and learn from anywhere.
 - Used to promote early voting for Orange, Osceola, and Seminole counties as well as a biking challenge created a new and wonderful way to experience mass transit.
- New Citrus Connection
 - An open bay that was available at the Poinciana Station is now being used by Polk County's Transit System to accommodate direct bus service via the "Citrus Connection."
 - Enhanced wayfinding is coming soon and signage to promote visiting Polk County.
- DeBary Updates
 - Construction progressing as expected. Completion date is expected late February.
 - Mr. Heffinger notated there was rust accumulation, so the entire canopy was replaced. It is unknown why the DeBary experienced rust issues.
- Experience.SunRail.Com
 - Microsite launched during Mobility Week.
 - Offers fresh perspective for new and existing riders.
 - Educational videos and tutorials including SunRail 101 which walks you through the process of using the TVM's and TVU's.
 - He encourages everyone to visit the website.

Agenda Item: LYNX Bus Connectivity

Presenter: Bruce Detweiler

- Total ridership for connecting LYNX bus routes to SunRail for Fiscal Year (FY) 20 was down about 11% from FY19 due to the COVID-19 pandemic.
- LYNX ran a reduced schedule from March 30 to May 11, 2020 also due to the pandemic.

- During the reduced schedule, some stations did not have a fixed route service.
- Busiest stations for connectivity are Sanford, Winter Park, and Advent Health Orlando.
- FY21 down about 27% from the same period in FY20
- LYNX feeder bus route for Phase 2 has an average decrease of about 51% when comparing November 2020 to November 2019.
- Comparing the performance of these routes to the general system, a 50% decrease in ridership is right in line with the system.

Agenda Item: Votran Bus Connectivity

Presenter: Kelvin Miller

- Mr. Kelvin Miller presented Ridership numbers for the DeBary station.
 - October of 2020 had an average daily ridership of 37 passengers.
 - November and December of 2020 had an average daily ridership of 30 passengers.
 - Ridership for the first three months of FY21 had an average of 32 riders per day. This is about a 48% decrease from the same period in the prior year.
 - October of 2020 had a decrease of about 43%
 - November of 2020 had a decrease of about 37%
 - December of 2020 had a decrease of about 59%
 - The majority of the decrease is due to the Covid-19 pandemic but also holidays in November and December contributed to the decrease as well.

Agenda Item: SunRail Transition Consultant Discussion

Presenter: Tawny Olore, P.E.

- Ms. Tawny Olore recalled from last CFCRC Meeting in October of 2020 the CFCRC board voted to hire WSP as the SunRail Transition Consultant. WSP is under contract and has been given the notice to proceed. An hour and a half meeting were held the week prior to this meeting to discuss the scope.
- Due to COVID restrictions, WSP was not able to attend in person but joined virtually. They will be in person at the next meeting to provide an update.
- Ms. Olore mentioned two notable personnel on the WSP Team. Project Manager Michael DePallo. Michael is from California where he served as CEO of MetroLinks system. He has good experience running a commuter rail system as well as transitioning. Deputy Project Manager Alan Danaher is a local and has a lot of experience in transit and rail planning.
- We are happy to have them onboard and they will be at the next meeting to give a full report.

Agenda Item: Phase 2 North Update Discussion

Presenter: Jared W. Perdue, P.E.

- District 5 Secretary, Jared Perdue, recalled from the last CFCRC meeting in October, the Commission voted to move forward and construct Phase 2 North, however there were concerns expressed by members regarding current revenue circumstances and ensuring building the right project for the community. FDOT listened to those concerns and took the Phase 2 North Project through a Value Engineering (VE) Process. It takes us through an informative process where we can fully evaluate multiple alternatives, weigh all the pros and cons, and ultimately move forward with the alternative that fulfills the goals and objectives of the overall system and provides the best return on investment to the Funding Partners, the community, and the residents of Central Florida.
- The Department continues to refine the scope and have discussions with the Local Funding Partners and the Working Group. There have been great collaborative experiences and Secretary Perdue appreciates the leadership from various staff and partners for the help in refining the scope.

- Secretary Perdue announced Mr. Heffinger was to address the Phase 2 North Value Engineering (VE) Process and he would take questions and comments afterwards.
- Mr. Heffinger explained the (4) options that were considered during the VE process.
 - Option 1 - \$14.1M – consisted of a shuttle service from DeBary to DeLand.
 - Option 2 - \$41.95M – compromise given current conditions and situations with COVID and ridership.
 - Option 3 - \$74.7M – consisted of a full build out.
 - Option 4 – No build
- The VE process determined the best fit for the Phase 2 North Project would be option 2 at \$44.1M. This option allows for:
 - Operate at full service to DeLand.
 - Meets base service requirements.
 - Build 2nd track stub/center platform SunRail Station.
 - Will use additional ROW – parking/pond – 90-102 spaces.
 - Parking is an upgrade from option 2 that allowed for 50 parking spaces.
 - Mr. Heffinger thanked the Working Group for the questions they initiated to bring forth the double track and additional parking.
 - Additional infrastructure required.
 - Construct 6-miles of double track. 4 miles south of DeLand and 2 miles north of DeBary.
 - Upgrade Benson Junction track/grade crossing
 - Construct signals to reflect corridor change.
- Site Proposal gives an aerial view of the potential layout for the modified DeLand Station concept.
 - Shows the 102 parking spaces and larger retention pond.
 - Shows the flow for the buses.
 - Shows the center platform just east of the Amtrak Station.
- Chairman Dallari asked Secretary Perdue to address the Board.
- Secretary Perdue explained the thought process behind the VE process and selection of options. FDOT wanted to weigh all the pros and cons. He stated as an Agency, it is important to deliver the right project for the community and that was the focus in this selection. The selection of option to move forward with is a version of option 2 with increased parking.
- Secretary Perdue highlighted this project will be a Design Build project.
 - Procurement for a design build project takes about 10 months.
 - Construction will take about 18 – 24 months.
 - Looking at 36 months to complete. This is just an estimate and subject to change.
- The Secretary shared the work behind the scenes on the transition and schedule. The initial date of transition was slated to be May of 2021. It is important to note that the construction of Phase 2 North is a key component that needs to be worked through in order for the transition to take place. Looking at the schedule and all the key items identified that are critical for the transition, the date will be extended until the completion of the Phase 2 North Project which is expected to be early to mid-2024 based on the current estimated construction schedule.

- Secretary Perdue thanked the Local Funding Partners for working through this project to deliver to the community.
- Mayor Demings asked what is the projected completion date for the project?
 - Secretary Perdue replied they are looking at 10 months for procurement and 18-24 months of construction. It will take roughly 36 months until completion which is early to mid-2024. That does include an operational burn in period to ensure it is working properly as it should.
- Commissioner Janer thanked FDOT and the Working Group for coming up with an option that is feasible to complete Phase 2 North. She believes that the increased amount of parking will not limit the number of passengers that could hop on and ride in DeLand and believes it will be good for future ridership numbers. Additionally, recognizes this has been a long and hard process with a lot of ingenuity that went in to get a full system. Comm'r Janer looks forward to having a complete system and appreciates the burn in period for operations.
- Mayor Dyer stated Phase 2 North has been discussed for about 10 years. He thanked FDOT for getting creative regarding funding for this project and the means to construct it. He also agrees it is important to operate it before handing it to the Local Funding Partners and would like to suggest a minimum 6-month burn in period.
 - Orange County is looking at the potential for a penny sales tax for additional transportation funding.
- Council Jeff Brower is looking forward to being a part of the Board and getting more riders on board. It is a financial challenge for Volusia County, but he is willing to help make it happen.
- Chairman Dallari thanked each of the Local Funding Partners for their partnership.
- Chairman Dallari addressed Secretary Perdue and stated it may be too premature to talk about an acceptance date at this time. He further explained that the Transition Team must look at things and since the Transition Consultant is just getting started, does not want to negotiate a transition date prior to their input.
 - Chairman Dallari stated the Local Funding Partners must accept the system in good working order and that is one of the things the Transition Consultant will be looking at.
 - Additionally, he stated it is hard to make a financial decision when there is no viable Fare Collection Ticketing system yet, however, was informed the ticketing system is out for bid.
- Secretary Perdue thanked the Commission members for their comments and leadership not only with SunRail, but transportation throughout Central Florida. There are challenges for the future and these partnerships and relationships are very important.
 - Secretary Perdue wants to assure the Board that FDOT is fully committed to owning and operating SunRail until the completion of Phase 2 North when we transition. The Fare Collection System is one example of the Department's commitment in making sure we have a fully operational system to transition over.
 - Additionally, he stated there will be many needs and challenges in the future, and Commuter Rail and Passenger Rail is just one way to address those challenges. FDOT is fully committed to this partnership.

Agenda Item: Action Item

Presenter: Tawny Olore

Brightline Resolution

- Ms. Olore stated the action item brought forth before the Commission is a Resolution of Support (ROS) to explain Brightline's feasibility with utilizing the rail corridor between SunRail and Brightline from the Meadow Woods Station and Orlando International Airport.

- Presentation shared by Brightline's Executive Vice President of Rail and Infrastructure, Michael Cegelis.
- Mr. Cegelis explained today's action is a Resolution of Support to share infrastructure between Meadow Woods and Orlando International Airport.
- Benefits of this joint system including:
 - Private investment in infrastructure connecting Miami and Orlando and continuing to Tampa. The track to continue to Tampa provides the opportunity of leverage of private investment as well.
 - New and expanded job markets
 - Greater connectivity to economic centers for more job opportunities
 - Increased real-estate value through Transit Oriented Development
 - Reduced traffic on local roadways
 - Reduction of carbon emissions
 - Promotion of a car-optional lifestyle
 - Mitigation of urban sprawl
- The Brightline Florida System connects two of the largest and most congested markets in the nation, the South Florida market to the Central Florida market, and in the future Tampa market.
 - Brightline currently has Three completed and operational stations: Miami Central, Fort Lauderdale, and West Palm Beach. This service was fully functional and operational but had to shut down due to COVID pandemic. They expect to open it back up by the end of 2021.
 - Two additional In-Line stations underway in Adventura and Boca Raton.
 - Orlando extension and station are currently under construction and is 47% completion. It remains on schedule for completion by the end of 2022 and operation will start 2023.
 - Engineering underway for extension to Tampa.
 - The investment from Orlando to West Palm is \$2.7 Billion and is private funds. As mentioned, this project is 47% complete and 2.6 million man-hours have worked on this project to date. The project currently employs about 1000 people.
- The Tampa extension will extend service from the Orlando International Airport to the Tampa.
 - Brightline was awarded the right to execute lease agreements with FDOT and the Central Florida Expressway Authority in a competitive proposal in 2018.
 - They are currently in negotiations with major stakeholders which include GOAA, Orlando Utility Commissions, CFX, and FDOT/Florida Turnpike Enterprise.
 - In 2020, an LOI was executed for the Tampa Station located in West Ybor City area near the Amtrak Station.
 - January 2021, Brightline commenced 30% engineering and design work for the proposed project – 15% design is complete.
 - In January the environmental process through the National Environmental Policy Act (NEPA) was initiated.
- Economic Benefits are very large for the Tampa extension.
 - One-time benefits resulting from the construction project include:
 - Total impact = \$6.2 Billion. This is the entire economic impact for the extension to Tampa.
 - Gross Domestic Product (GDP) = \$3.015 Billion
 - Jobs = 37,187 (job-years)
 - Labor income = \$1.822 Billion
 - Taxes paid = \$626 Million
 - Recurring Annually Benefits include:
 - Total impact = \$153 Million
 - GDP = \$86.3 Million
 - Jobs = 1,306
 - Labor income = \$53.1 Million

- Taxes = \$20.2 Million
- Long Term Benefits include:
 - Generates economic impact at a time when Florida needs to rebound.
 - Provides greater access to OIA and key economic centers.
 - Provides a fast, Productive, and stress-free linkage between or Florida urban centers. Passengers will be able to connect from the downtown Orlando area via SunRail to the Airport and get on the Brightline train and commute to South Florida.
 - Offers car-free option for residents and visitors looking to escape congestion.
- SunRail Phase 3 is not a new project and has been studied since 2005.
 - Orange County Courthouse time capsule was opened to find an item was found to say 25-years from now which lands at our time period that said there would be a vibrant transit system in our community. So, this is a dream in place for quite a long time.
 - FDOT's 2018 PD&E Study estimated 1.1 Million riders each year and that was before the impact of Brightline's possibility of connection to the inter-city rail.
 - FDOT's study showed it would be an efficient travel option for the 18,000 workers at OIA.
- The home of the Phase 3 extension would be the Intermodal Terminal Facility at the Orlando International Airport. This is where Brightline's Project Management Team currently resides.
 - This will be Brightline's Orlando Station from South Florida. It connects to the North Terminal via people mover.
 - Preparations have been made within the facility to receive SunRail.
 - The facility has 1.3 Million square feet of space that was completed in 2017 for an approximate cost of \$683.5 Million of which \$213.5 Million was provided by FDOT.
 - It was visioned to be the major HUB for transit in Central Florida.
- Why is this ROS Necessary?
 - It allows for a study between Brightline and CFCRC related to SunRail Phase 3 expansion to Orlando International Airport from the Meadow Woods Station.
 - The study would be part of Brightline's current environmental and engineering analysis of the Tampa extension route from OIA and would expand their analysis to include exploring opportunities for shared infrastructure with SunRail, (i.e., OIA and Meadow Woods Station) where Brightline would utilize SunRail's tracks.
- Why does this ROS need to be considered now?
 - Brightline is already underway with the NEPA process and engineering analysis. The ideal time to study the proposition of sharing tracks which will inform the infrastructure design and engineering is now.
 - Brightline is committed to funding the study.
 - Today's action would prevent any need for a second NEPA analysis. If today's action can move forward, then the proposition of a shared infrastructure can be part of the same NEPA process that is currently underway.
- Is today's ROS financially binding?
 - There is no financial obligation incurred as a result with this Resolution of Support now or in the future.
 - It is a non-binding study that the CFCRC could back out of at any time.
- What vital questions will this study answer?
 - The major question would be if there were to be shared infrastructure, how would it work?
 - How would the service levels and schedules work?
 - How would Brightline and SunRail share infrastructure?
 - How many trains per hour would SunRail operate?
 - How does that integrate into the service that Brightline intends to operate?
 - How would the train control system, dispatch, and authority matrix work?
 - NEPA analysis action would be answered.

- How SunRail would arrive at the Intermodal Terminal Facility (ITF). A couple options would be the east or west side of the ITF and even the potential of sharing tracks with Brightline if needed.
 - Establish cost estimates and route optimization at every stage of design.
 - Ridership and operations impact for the SunRail System
- What is the specific ask today?
 - Brightline is requesting a yes vote for the ROS to proceed with a joint study between Brightline and CFCRC. This joint study will determine the feasibility of SunRail's Phase 3 extension and required shared infrastructure between Meadow Woods and Orlando International Airport.
- Mayor Dyer asked that the fee structure for SunRail's operation versus Brightline's operation be taken into consideration. SunRail costs \$2 every time you cross a county line, and it is anticipated that the Brightline user fee will be somewhat larger than if going to Disney, Tampa, or stopping at Meadow Woods.
 - Additionally, we need to look at who should operate SunRail. Should Brightline operate SunRail or should we continue to have a separate commission?
 - Mr. Cegelis stated those are questions that can be studied during the process.
- Chairman Dallari made a comment with regards to ticketing and the different ticketing platforms needed for traveling within the United States, whereas internationally you can get ticketing to travel from one platform between different entities.
 - Mr. Cegelis said they will be able to do it. The key to utilizing Brightline's system is to get people from their home all the way to their final destination, including last mile. It should all be done from an app on your phone.
- Mayor Dyer made a motion to move forward with the Resolution of Support.
- Commissioner Janer second the motion. Motion passed unanimously.

Agenda Item: Election of Officers

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

- Mr. Heffinger took a moment to thank Chairman Dallari with his efforts as Chair. He stated Mr. Dallari has given good leadership especially during last year with the Brightline and Phase 2 North discussions as well as ridership issues due to the COVID pandemic.
- Election of Officers took place and the new positions of the 2021 CFCRC Board are as follows:
 - A motion to appoint Mayor Demings for Chairman passed unanimously.
 - A motion to appoint Commissioner Janer for Vice Chairwoman passed unanimously.
 - A motion to appoint Mayor Dyer for Secretary passed unanimously.

Agenda Item: Board Member Comments

Presenter: Chairman Dallari

- No Board member comments were made.

Next Meeting: Thursday, April 29, 2021 @ 10:00 a.m. at LYNX Central Station

Adjournment: Meeting adjourned at 10:46 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

JACQUELINE PARAMORE

State Title VI Coordinator

605 Suwannee Street, Mail Station 65

Tallahassee, Florida 32399

A blue-tinted photograph of a SunRail train stopped at a station platform. The train is white with yellow and blue stripes. In the foreground, there are track crossing barriers and a signal light. A sign above the tracks reads "2 TRACKS". The word "WELCOME" is overlaid in large white letters with yellow brackets.

[WELCOME]



APPROVAL

Adoption of February 4, 2021
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., SunRail COO

D. BUS CONNECTIVITY

LYNX – Bruce Detweiler

VOTRAN – Kelvin Miller





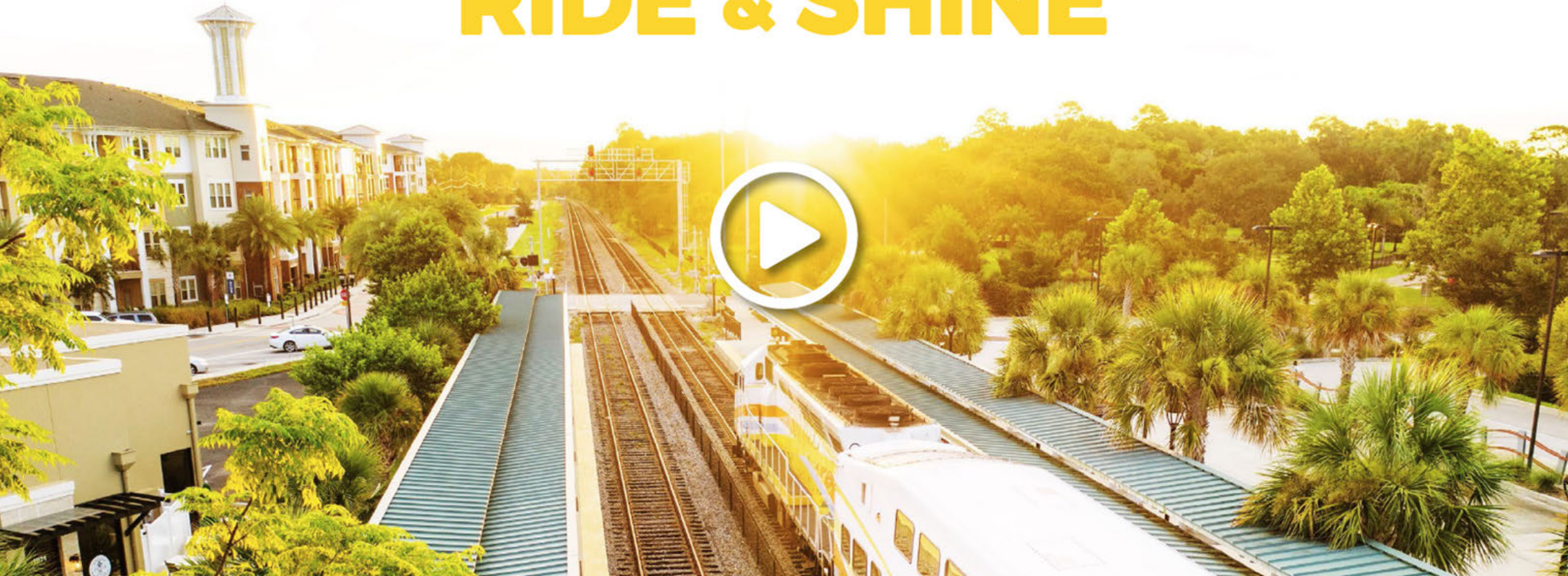
EXPLORE CENTRAL FLORIDA!

- Spring break promotion 3/15 – 3/26
- Featured unique destination suggestions and giveaways
- Highest ridership since 3/2020





RIDE & SHINE





SUNRAIL RIDERS

DISCOUNT

AVAILABLE INSIDE

Show your SunRail ticket
for 15% off at checkout.

SunRail.com/RiderDiscounts | [@RideSunRail](https://twitter.com/RideSunRail)

INTRODUCING BUILD YOUR BUSINESS

- Partnership with local Chambers, Main Streets and Cities
- Invites businesses to attract riders by offering discount
- Window decal provided at no cost to businesses





[WE'VE LANDED ON THE MOON!]

SunRail debuted MoonRail on April Fool's Day to the delight of followers:

- **Nearly 65,000** total impressions across   
- **297** total shares
- **1,750** reactions   





[POSITIVELY SUCCESSFUL!]

- SunRail launched Positive Train Control operations on 12/31/20
- Since launch, SunRail, Amtrak and CSX have operated at 99% or greater

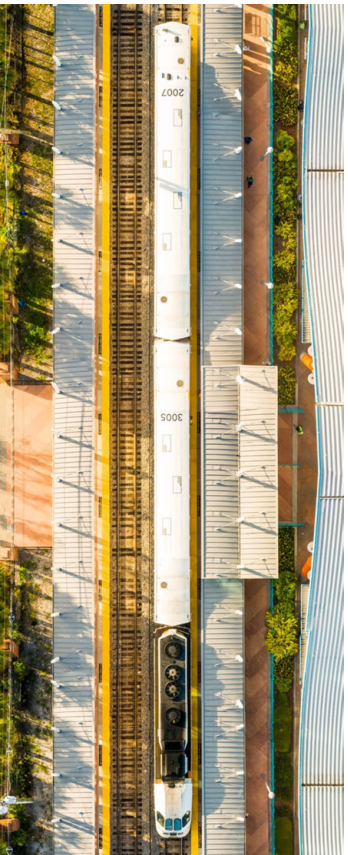


- Roadway markings increase safe stopping distance from tracks
- Proven successful and installing statewide
- **98% complete on our corridor!**

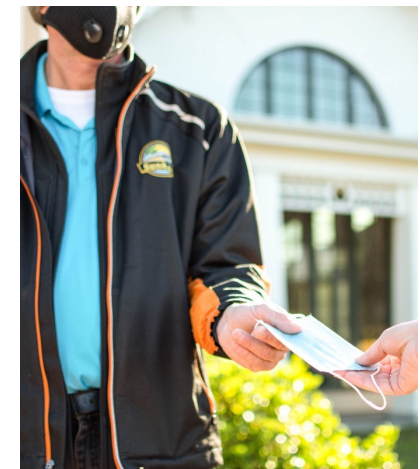
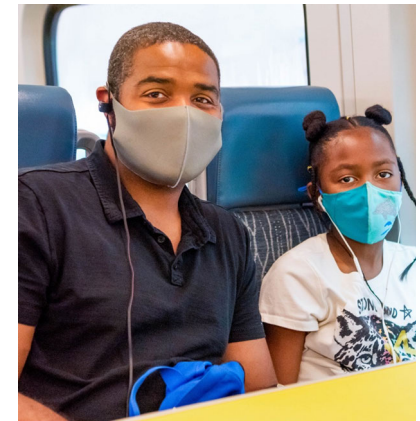




[OTHER UPDATES]



- DeBary construction is complete
- TSA mask requirement
- Rider surveys



ABOVE AVERAGE

- On-Time 48 Days
- 62 Operating Days
- Ran 2,480 Trains

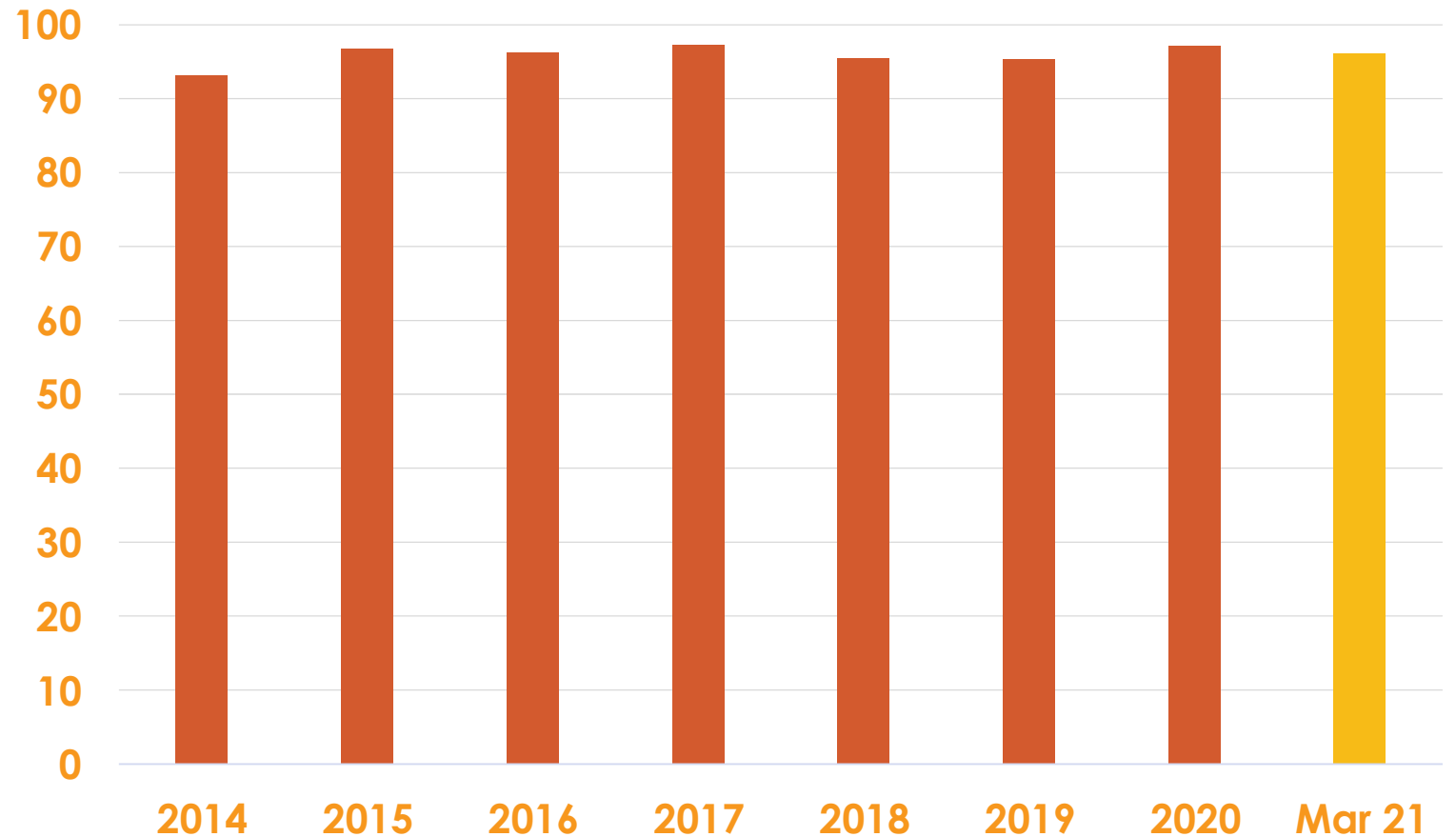
ON-TIME PERFORMANCE AVERAGE

January 2021 – March 2021

Goal = 95%

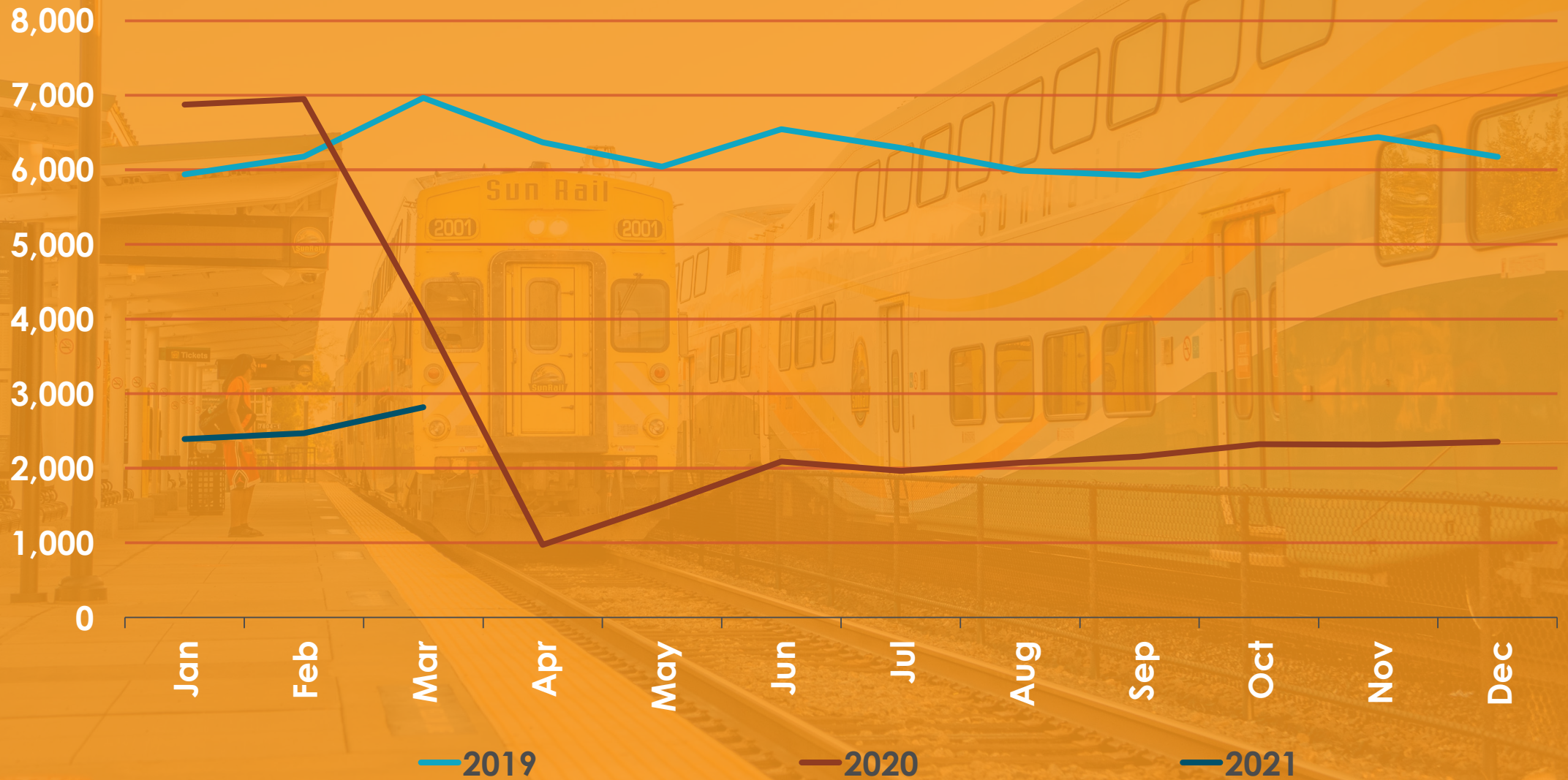
Actual = 95.8%

Contract = 99.6%



AVERAGE DAILY RIDERSHIP

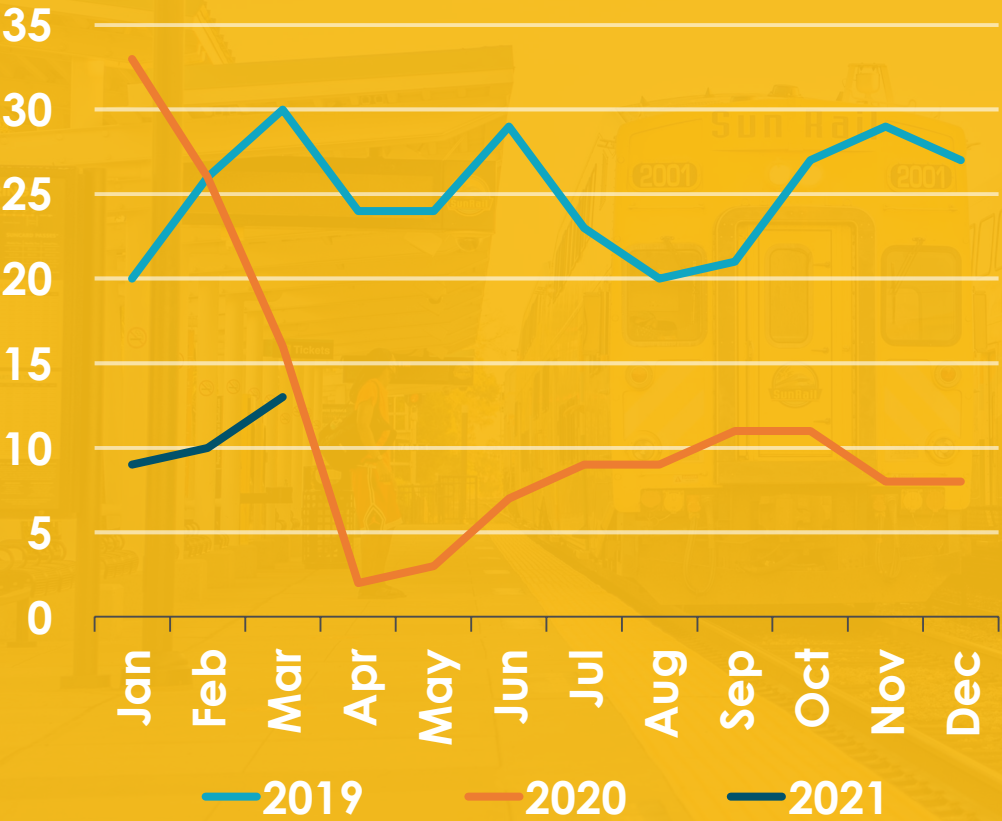
Jan – 2,390 | Feb – 2,468 | Mar – 2,816



ONBOARD STATS

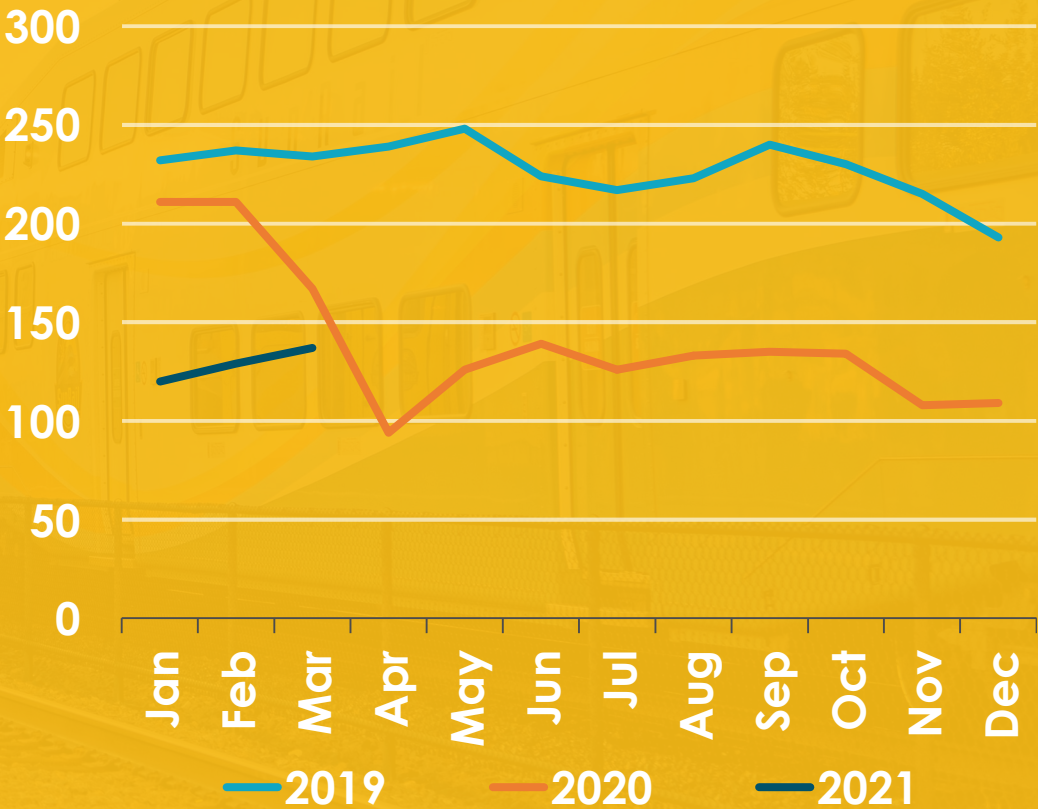
ADA

Jan – Mar Average: 11



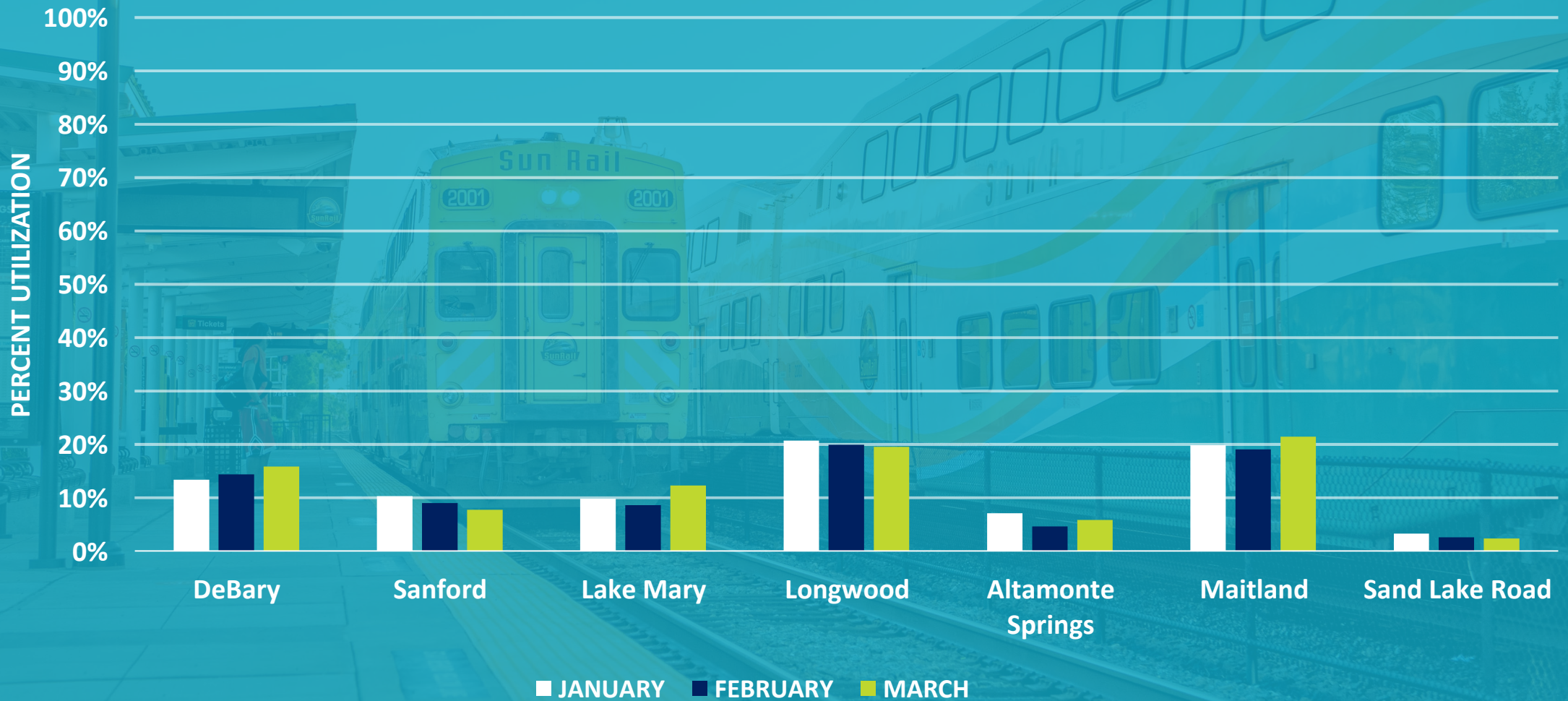
BICYCLE

Jan – Mar Average: 130



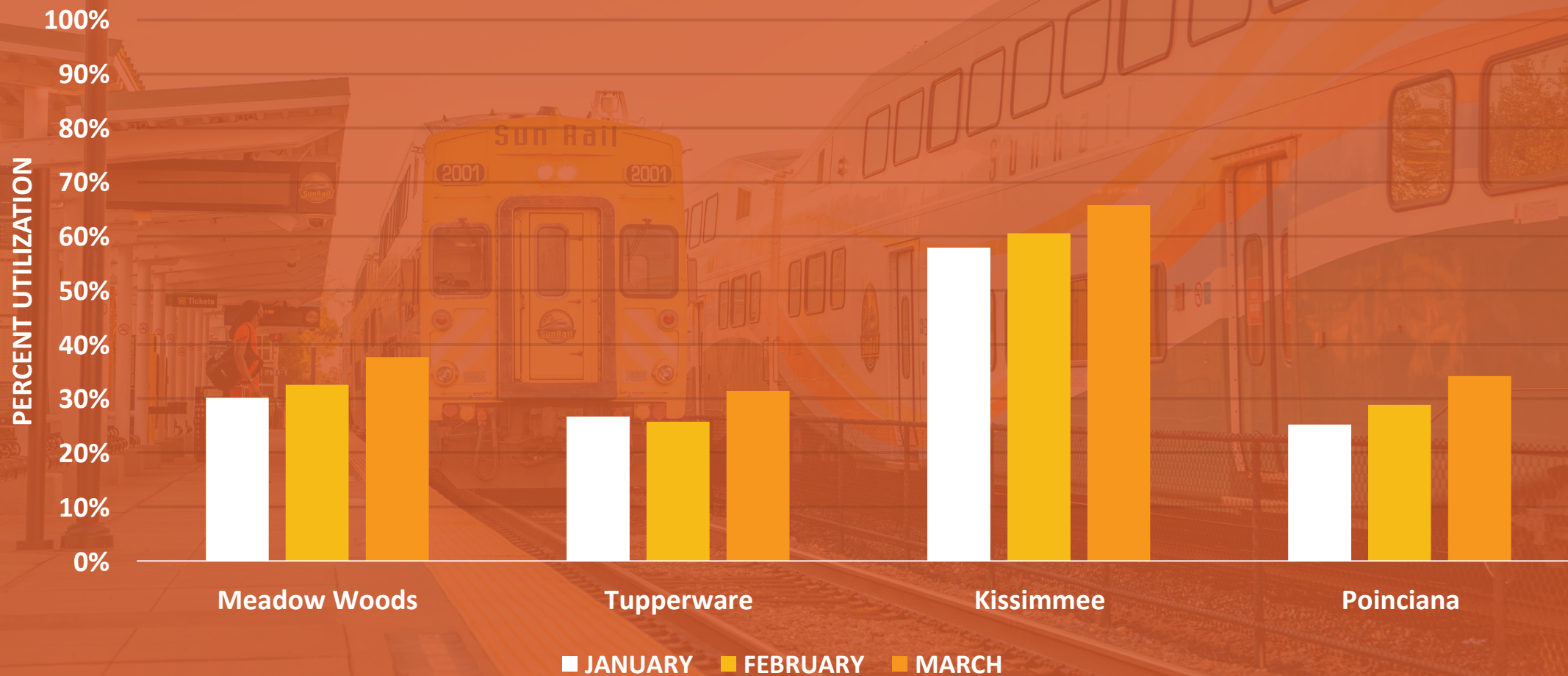
IOS STATION PARKING

JANUARY 2021 – MARCH 2021



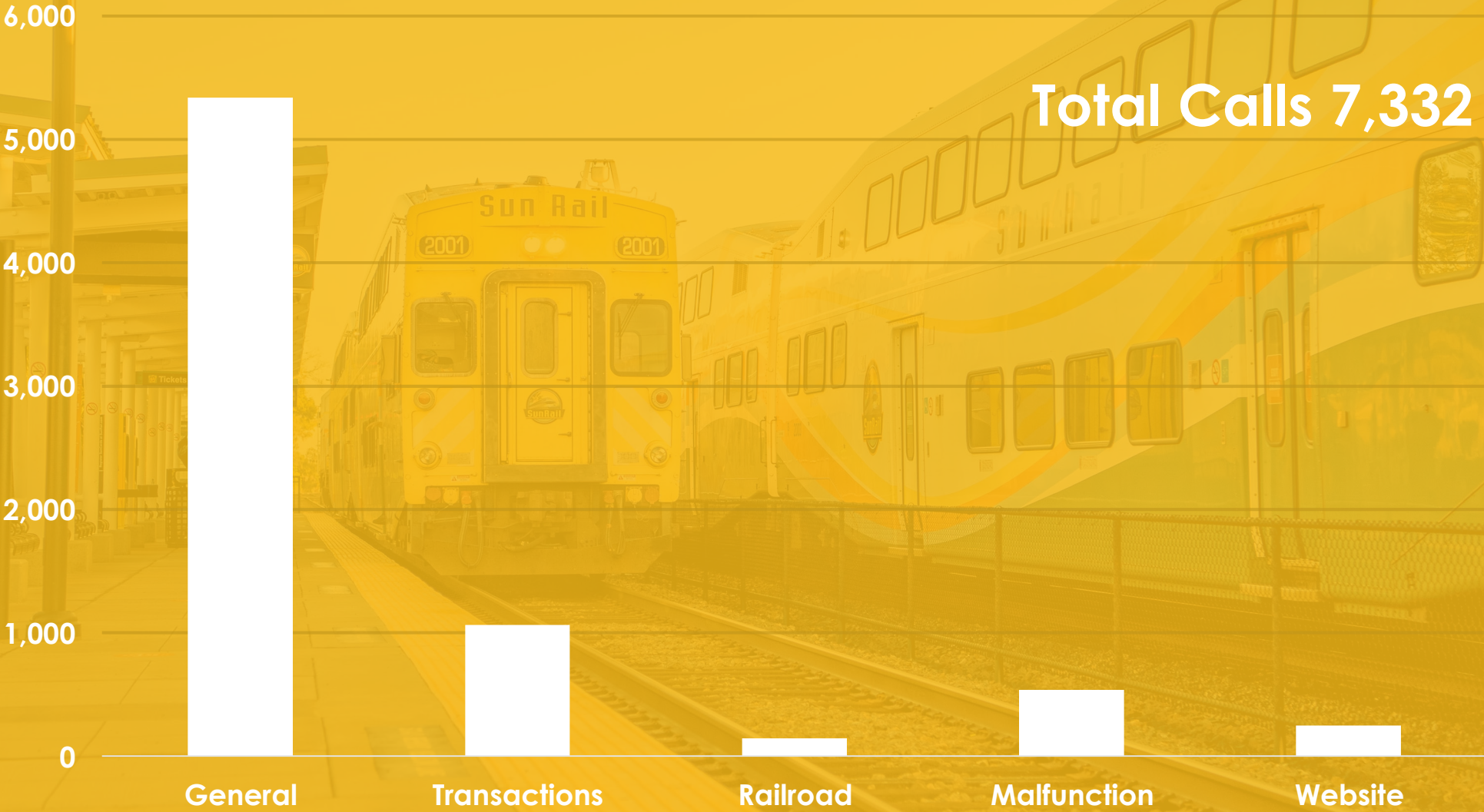
SOUTHERN EXPANSION STATION PARKING

JANUARY 2021 – MARCH 2021



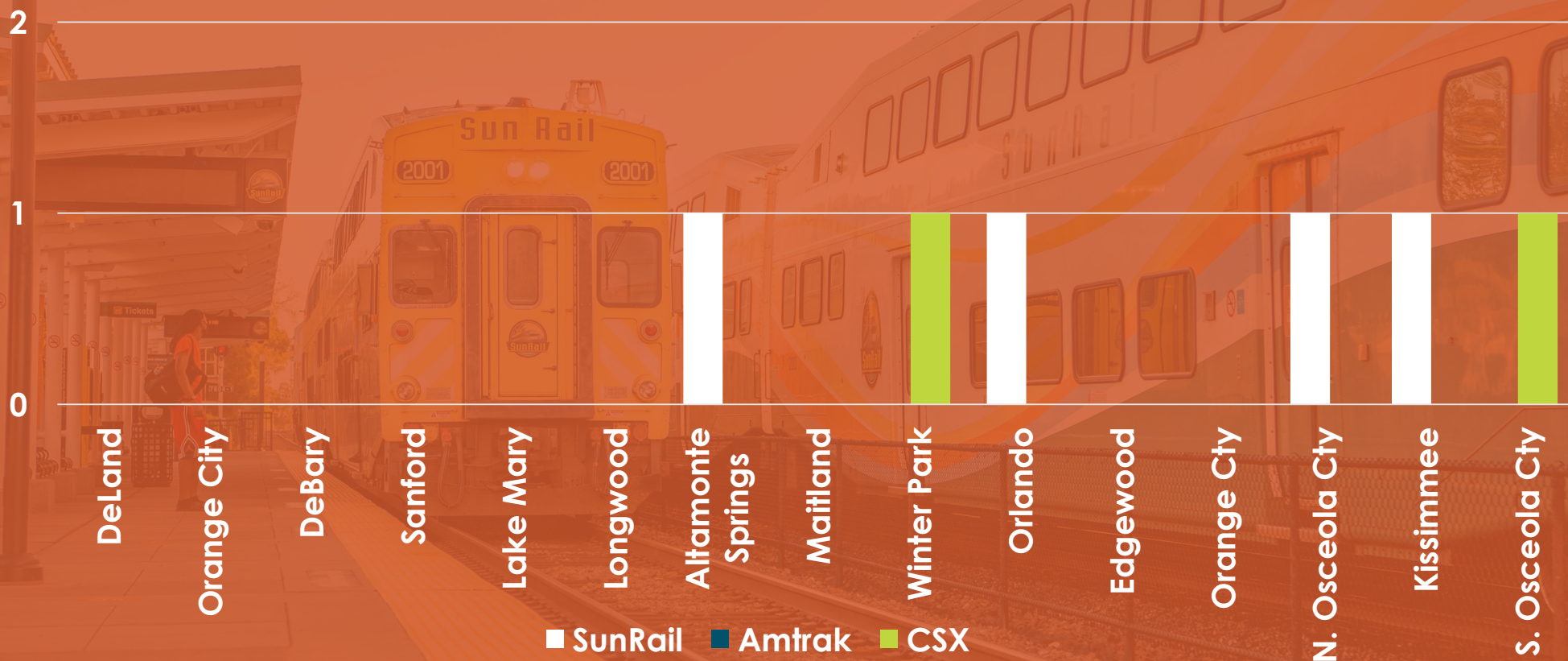
CUSTOMER SERVICE CALLS

JANUARY – MARCH 2021



REVENUE INCIDENTS BY CITY/COUNTY

JANUARY 2021 – MARCH 2021



3 Trespasser, 1 Train/Vehicle Collision, 1 Grade Crossing, 1 Debris Strike

FY20/21 OPERATING BUDGET UPDATE

OPERATING REVENUE

ANNUAL BUDGET

YEAR TO DATE MARCH 31, 2021

| 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 |

| | |
|--------------|--------------|
| \$ 831,855 | \$ 696,143 |
| \$ 2,820,343 | \$ 2,386,418 |
| \$ 806,546 | \$ 605,567 |
| \$ 21,872 | \$ 20,410 |
| \$ 77,426 | \$ 95,116 |
| \$ 266,225 | \$ 349,322 |
| \$ 4,824,266 | \$ 4,152,977 |

| |
|--|
| 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

\$ 27,856,692 \$ 27,185,403

FY20/21 OPERATING BUDGET UPDATE

| OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT |
|--|
| Bombardier/Alstom - Operations |
| Bombardier/Alstom - Maintenance |
| Bombardier/Alstom - Incentive/Disincentive |
| Conduent - Back-of-the-House Hosting |
| Conduent - Fare Equipment Maintenance |
| Herzog - Signal Maintenance of Way |
| Green's Energy - Fuel |
| Gallagher - Insurance |
| Amtrak - Heavy Vehicle Maintenance |
| Wells Fargo - Banking Services |
| Bank of America - Merchant Services (Banking) |
| MidFlorida - Armored Car Service |
| AT&T/Verizon - Wi-Fi Service |
| Fare Media Smart Card |
| Limited Use Smart Card |
| PTC O&M Costs |
| Bombardier/Alstom - COVID Decontamination Services |
| Subtotal – System Operating Costs |

| |
|---------------------|
| Feeder Bus Expenses |
| Capital Maintenance |
| Consultant Support |

| |
|--|
| TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT |
|--|

| ANNUAL BUDGET |
|---------------|
| \$ 10,721,416 |
| \$ 16,423,480 |
| \$ 1,357,245 |
| \$ 961,324 |
| \$ 2,281,026 |
| \$ 3,271,522 |
| \$ 2,015,072 |
| \$ 2,153,781 |
| \$ 1,395,428 |
| \$ 5,029 |
| \$ 96,840 |
| \$ 45,387 |
| \$ 35,262 |
| \$ 31,147 |
| \$ 445,851 |
| \$ 5,000,000 |
| \$ 4,479,310 |
| \$ 50,719,120 |

| |
|--------------|
| \$ 2,028,263 |
| \$ 8,912,000 |
| \$ 9,404,698 |

| |
|---------------|
| \$ 71,064,081 |
|---------------|

| YEAR TO DATE MARCH 31, 2021 | |
|--------------------------------|---------------|
| BUDGET | ACTUAL |
| \$ 8,041,062 | \$ 8,645,039 |
| \$ 12,317,610 | \$ 11,489,916 |
| \$ 1,017,934 | \$ 989,681 |
| \$ 720,993 | \$ 679,608 |
| \$ 1,710,770 | \$ 1,586,461 |
| \$ 2,453,642 | \$ 2,301,160 |
| \$ 1,511,304 | \$ 995,856 |
| \$ 2,153,781 | \$ 4,646,454 |
| \$ 1,046,571 | \$ 859,415 |
| \$ 3,772 | \$ 2,929 |
| \$ 72,630 | \$ 24,040 |
| \$ 34,040 | \$ 18,000 |
| \$ 26,447 | \$ 8,330 |
| \$ 23,360 | \$ 33,978 |
| \$ 334,388 | \$ 202,200 |
| \$ 3,750,000 | \$ 3,432,611 |
| \$ 3,359,483 | \$ 2,405,764 |
| \$ 38,577,785 | \$ 38,321,440 |

| | |
|--------------|--------------|
| \$ 1,521,197 | \$ 2,350,212 |
| \$ 6,684,000 | \$ 7,118,286 |
| \$ 7,053,961 | \$ 5,544,720 |

| | |
|---------------|---------------|
| \$ 53,836,944 | \$ 53,334,659 |
|---------------|---------------|

[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 | |
| Days of Operation | 22 | 19 | 22 | 19 | 20 | 23 | | | | | | | 125 |
| Sanford | 112 | 279 | 266 | 219 | 211 | 228 | | | | | | | 219 |
| Lake Mary | 42 | 49 | 56 | 49 | 51 | 57 | | | | | | | 51 |
| Longwood | 39 | 57 | 50 | 65 | 62 | 66 | | | | | | | 57 |
| Altamonte Springs | 40 | 101 | 80 | 112 | 30 | 55 | | | | | | | 70 |
| Maitland | 15 | 12 | 14 | 12 | 11 | 10 | | | | | | | 12 |
| Winter Park | 201 | 227 | 255 | 236 | 234 | 241 | | | | | | | 232 |
| Florida Hospital/Health Village | 246 | 255 | 248 | 245 | 265 | 260 | | | | | | | 253 |
| LYNX Central Station | | | | | | | | | | | | | - |
| Church Street Station | | | | | | | | | | | | | - |
| Orlando Health/Amtrak | 17 | 20 | 20 | 12 | 13 | 17 | | | | | | | 17 |
| Sand Lake Road | 71 | 87 | 73 | 79 | 82 | 112 | | | | | | | 84 |
| Meadow Woods | 77 | 80 | 76 | 80 | 55 | 65 | | | | | | | 72 |
| Tupperware | 7 | 11 | 11 | 10 | 10 | 12 | | | | | | | 10 |
| Kissimmee Intermodal | | | | | | | | | | | | | - |
| Poinciana | 4 | 4 | 3 | 3 | 5 | 4 | | | | | | | 4 |
| Total - All Stations | 871 | 1,182 | 1,152 | 1,122 | 1,029 | 1,127 | | | | | | | 1,081 |
| Percent change from FY 20 to FY 21 | 54% | -32% | -19% | -30% | -45% | -34% | | | | | | | -26% |

As of August 2020 all LYNX vehicles are equipped with APC's.



[LYNX CONNECTIVITY]

LYNX Feeder Bus Route Analysis (Phase II Routes)

| LINK | March | | Change | % Change |
|------|--------|--------|---------|----------|
| | FY20 | FY21 | | |
| 18 | 19,308 | 16,900 | (2,408) | -12% |
| 418 | 3,740 | 3,345 | (395) | -11% |
| 155 | 589 | 535 | (54) | -9% |
| 306 | 1,125 | 1,438 | 313 | 28% |
| 604 | 155 | 102 | (53) | -34% |
| 631 | 434 | 387 | (47) | -11% |
| 632 | 274 | 198 | (76) | -28% |
| 709 | 1,266 | 783 | (483) | -38% |

[VOTRAN CONNECTIVITY]

| 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 |
| Total Monthly Ridership | 1,493 | 964 | 1563 | 1563 | 1036 | 889 | 115 | 135 | 926 | 892 | 851 | 889 | 11,142 |
| Avg Daily Ridership | 65 | 48 | 74 | 63 | 52 | 40 | 5 | 7 | 42 | 39 | 41 | 42 | 43 |

| 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 | 20 | 20 | 20 | | | | | | | 124 |
| Total Monthly Ridership | 827 | 616 | 664 | 478 | 561 | 542 | | | | | | | 3,688 |
| Avg Daily Ridership | 38 | 31 | 30 | 24 | 28 | 27 | | | | | | | 30 |

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 ITEM

Transition Update –Mike DePallo



Project Status Update

April 29, 2021
10am

CFCRC Board Meeting

SunRail Transition Plan Consulting Services



Today's Discussion Items

- Review of Consultant Team
- Overall Study Process
- Jurisdictional Involvement Program
- Data Collection Status
- Existing Conditions Report
- FDOT Staff Interviews
- Field Review Preparation
- Risk Assessment Process
- Study Schedule



Consultant Project Team



WSP

- *Prime Firm*



Toole Design Group

- *Key Toole staff led Phase 1 Transition Analysis in 2019*



Texas Transportation Institute

- *National Guidebook on Contracting Commuter Rail Services*



HHCP

- *Design of existing SunRail stations*



Key Team Members



Mike DePallo - Project Manager



Alan Danaher, PE, PTOE, AICP, PTP - Deputy Project Manager



Michelle Kendall, AICP - Public Involvement Task Lead



Dan Mazza, PE - Facilities Assessment Task Lead



Nick Amrhein - Strategic Planning Task Lead

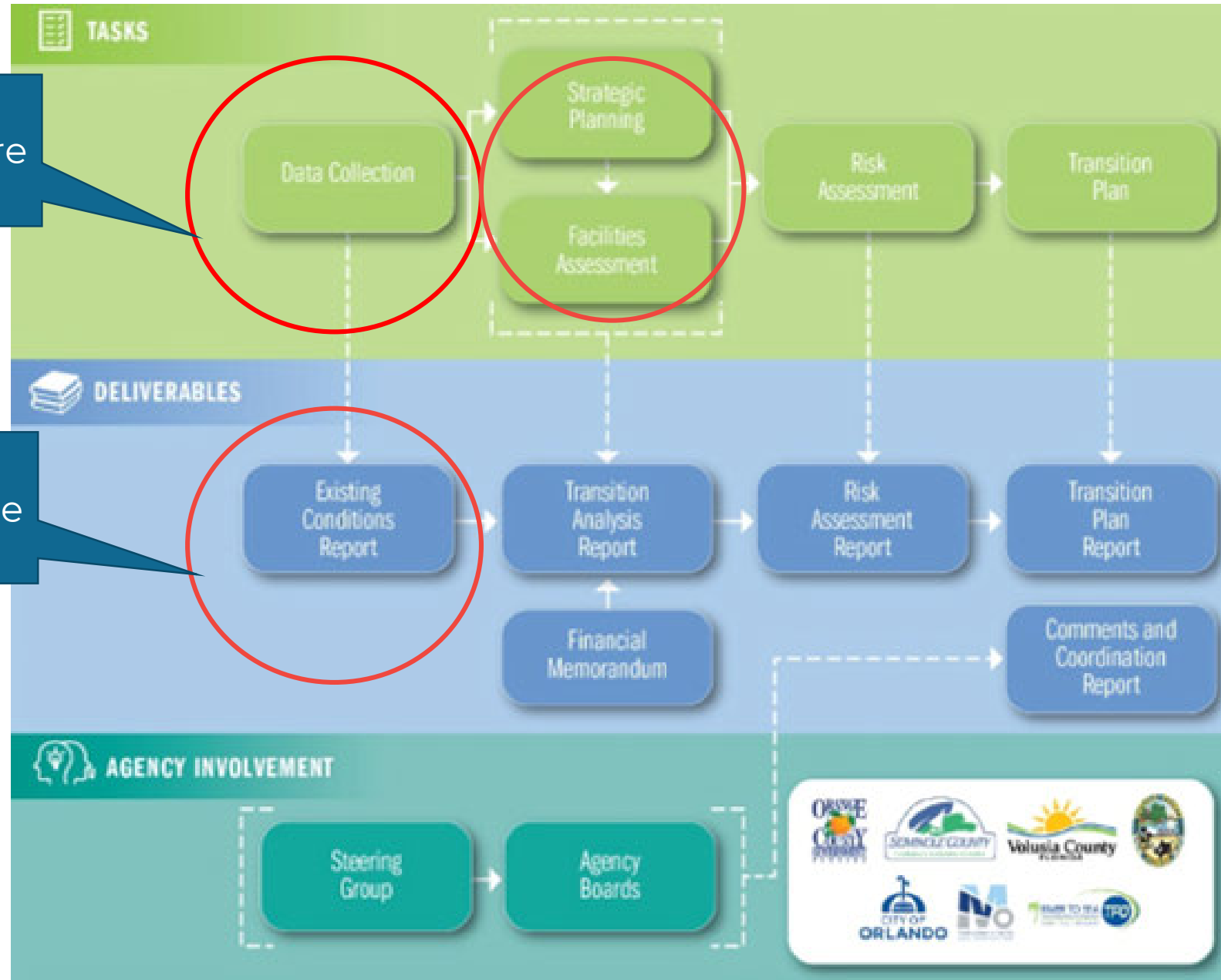


Transition Study Process – Current Status

Project Update

We are here

We are here



Jurisdictional Involvement



Data Collection Effort

- Wealth of Plans and Data Provided by FDOT
- What We are Currently Reviewing
 - *All existing contracts and agreements*
 - *All current plans*
 - *Staffing and organizational structure*
 - *Operational data*
 - *Recent financial history*
 - *Facility and asset inventory and conditions*
 - *Characteristics of other systems (TCRP study)*
- Building on 2019 Transition Analysis Report
- Planned Task Completion – April 2021



Existing Conditions Report

- Key Focal Points
 - *Data Collection Analysis*
 - *Changes over Time*
 - *Projection into Future*
- Report Content
 - *Initial Legal Findings*
 - Contracts and Agreements (Gaps, Future Applicability)
 - *Organization and Committees*
 - *Plans and Programs*
 - *Financial Condition*
 - *State of Good Repair*
- Current Activities
 - *Field Review*
 - *FDOT Staff Interviews*
- Planned Existing Conditions Report Completion – June 2021



FDOT Staff Interview Process

- Outreach to Key FDOT staff underway
- Interview Focus Areas
 - *Rationale for Current Organizational Structure*
 - *Operating Practices, Performance and Customer Service*
 - *Performance of Contracted Services*
 - *Financial Conditions – Operating and Capital*
 - *Safety and Security Provisions*
 - *Thoughts on Organizational/Operational Changes*



Key Staff to be Interviewed

- Admin Staff
 - *Chief Executive Officer*
 - *Chief Operating Officer*
 - *Director of Operations*
 - *Program Manager*
 - *Safety & Security Manager*
 - *Contracts Manager*
 - *Financial Operations Manager*
 - *Corridor and Facilities Manager*
- Technical Rail Staff
 - *Track/Grade Crossings*
 - *Signals*
 - *Dispatch*
 - *Communications*
 - *Rolling Stock*
- Anticipated Task Completion – May 2021



Field Review

- Potential Field Review Dates – Early May
- Railroad Worker Protection Training
- Hi-Rail Trips along Corridor
- Comprehensive assessment includes
 - Track
 - Signal/Communications System
 - Equipment
 - Dispatch System
 - Grade Crossings
 - Stations
 - Admin/O&M Facility
- Anticipated Task Completion – May 2021



Risk Assessment

- Comprehensive assessment of risks with transition
 - *Operations*
 - *Maintenance*
 - *Funding*
 - *Contracts/Agreements*
 - *Future Expansion*
 - *Oversight during Transition*
- Initial Risk Assessment Workshop – June 2021
- Second workshop during Transition Plan development stage



Schedule Update

- On-track for 18 Month Completion – July 2022
- Existing Conditions Report and Risk Assessment Workshop – June 2021
- Transition Analysis Report – December 2021
- Transition Plan – July 2022
- Agency Involvement
 - *Monthly meetings with Steering Group*
 - *Meetings every 3 months with CFCRC Board and Committees*
 - *Meetings every 6 months with 4 County Commissions, Orlando City Council, and two MPOs (MetroPlan Orlando and River to Sea TPO)*



Thank you!

wsp.com





DISCUSSION ITEM

Brightline Update – Tawny Olore, P.E.





PHASE 2 NORTH

Ashraf Elmaghraby, P.E.





PHASE 2 NORTH

- SunRail Stations
- SunRail Parking Provided
- Future Northern Expansion
- I-4 Ultimate Construction Project

End Project

Begin Project



VOLUSIA COUNTY

SEMINOLE COUNTY

ORANGE COUNTY

OSCEOLA COUNTY



SunRail Phase 2 North Project



- **Adjusted Score Design-Build Contract # 1**

- Tracks, Station, and Civil Works
- FPID # 423446-1-52-01
- Contract # E59A1

- **Adjusted Score Design-Build Contract # 2**

- Wayside Signals, Grade Crossing Warning Systems, Communications
- FPID # 423446-1-52-03
- Contract # E59A2

SunRail Phase 2 North Project Schedule



- Prepare Request for Proposals & Concept Plans Feb 2021
- Advertise Design-Build Contracts Jun 2021
- Shortlist Design-Build Teams Aug 2021
- Bid Opening Nov 2021
- Execute Design-Build Contracts Dec 2021
- Begin Construction Jan 2022
- End Construction Dec 2023



SunRail Phase 2 North Project Estimate



| Description | | Estimate |
|---------------------|--|----------|
| PE/PM | Project Engineering, Project Management and Design-Build stipends | \$1.8M |
| Right of Way | Station Right-of-Way Acquisition | \$0.3M |
| Design-Build 1 of 2 | Tracks, DeLand Station - Platform and Amenities, Utilities, Drainage & Civil Works | \$22.8M |
| Design-Build 2 of 2 | Train Control Signals and Grade Crossing Warning Signal Systems, Communications | \$12M |
| CEI | Construction Engineering Inspection | \$3M |
| Contingency | | \$5M |
| Total | | \$44.9M |



Questions



A background image of a SunRail train, specifically a double-decker model, with the number 2009 visible on its side. The train is white with yellow and orange accents. The entire image is overlaid with a semi-transparent orange filter. A white L-shaped graphic element is positioned above the text, and another white L-shaped graphic element is positioned below the text.

COMMITTEE MEMBER COMMENTS ACTION ITEMS



THANK YOU

Next Meeting July 29, 10am



SUPPORTING CHARTS AND DATA



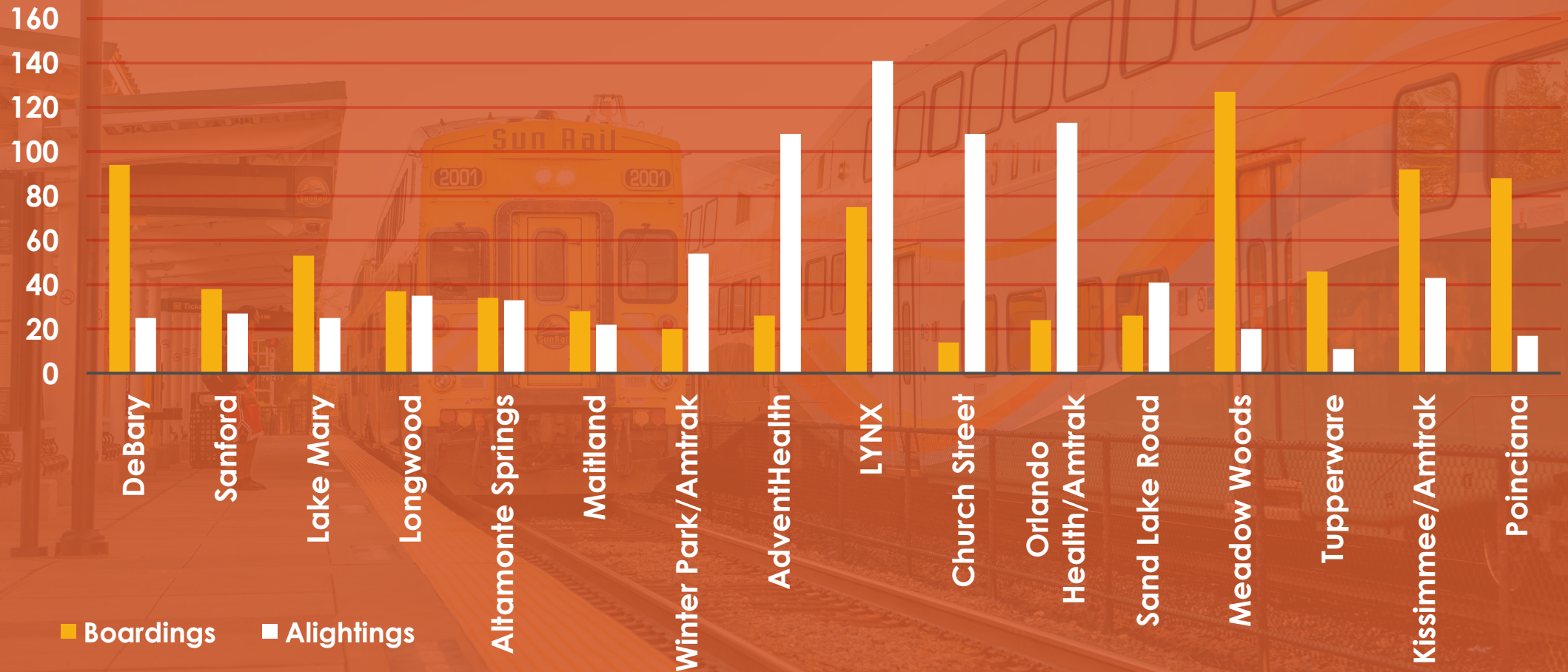
BOARDINGS BY STATION

January – March 2021



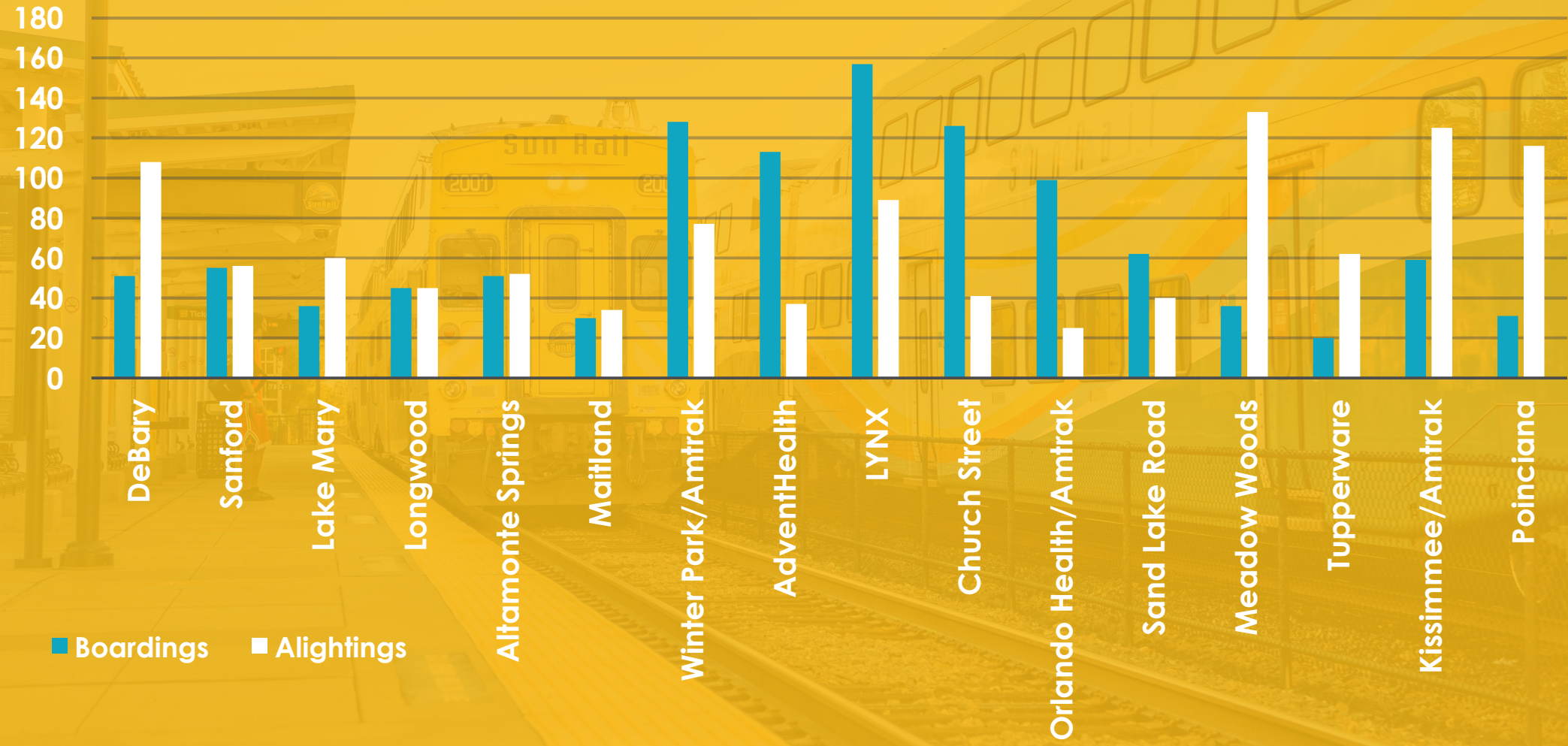
[BOARDINGS & ALIGHTINGS]

AM PEAK
5:45 AM – 8:45AM (NB from Poinciana)
January – March 2021



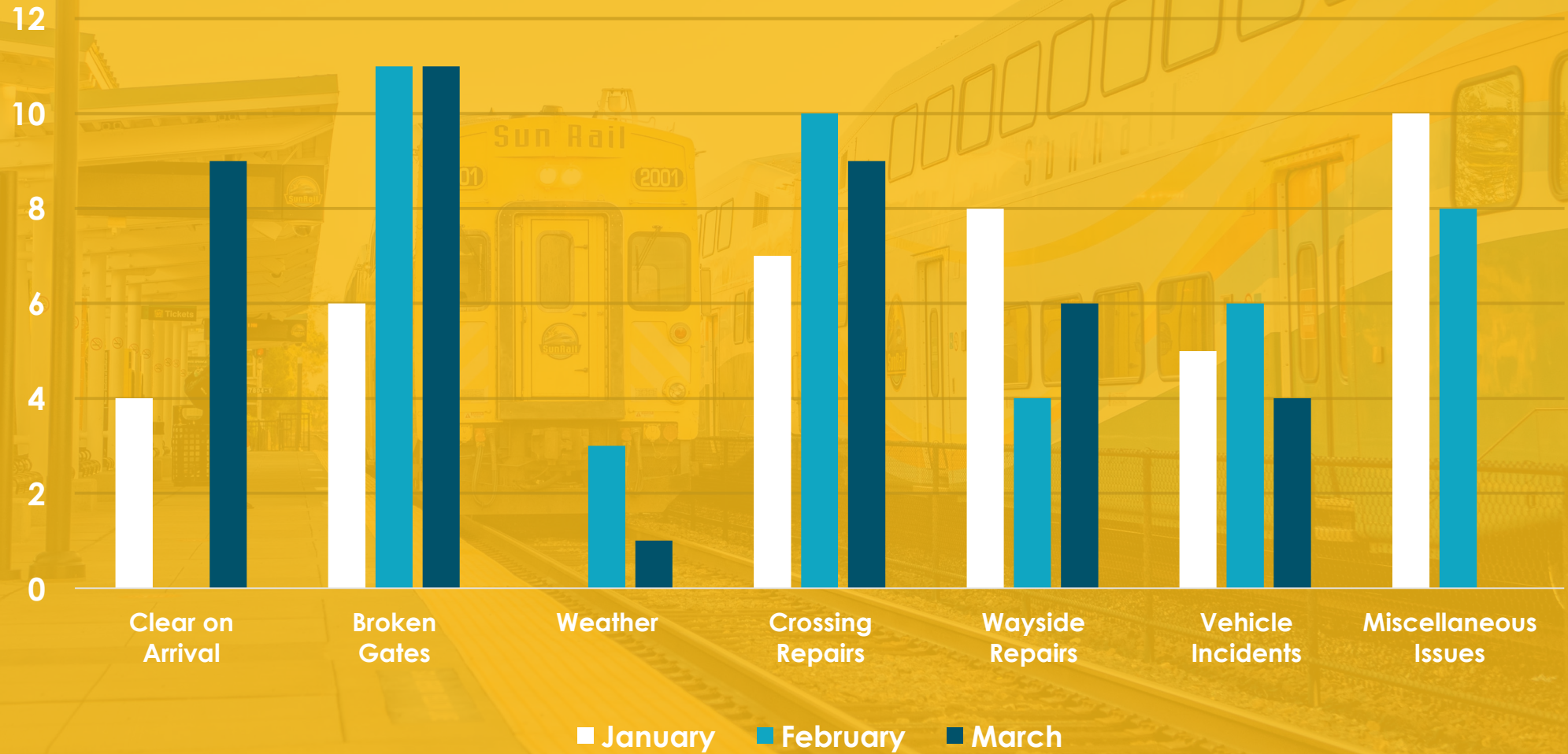
[BOARDINGS & ALIGHTINGS]

PM PEAK
3:15 PM – 6:25 PM (NB from Poinciana)
January – March 2021



CFRC SIGNAL SYSTEM INCIDENTS

JANUARY 2021 – MARCH 2021



[QUIET ZONES]

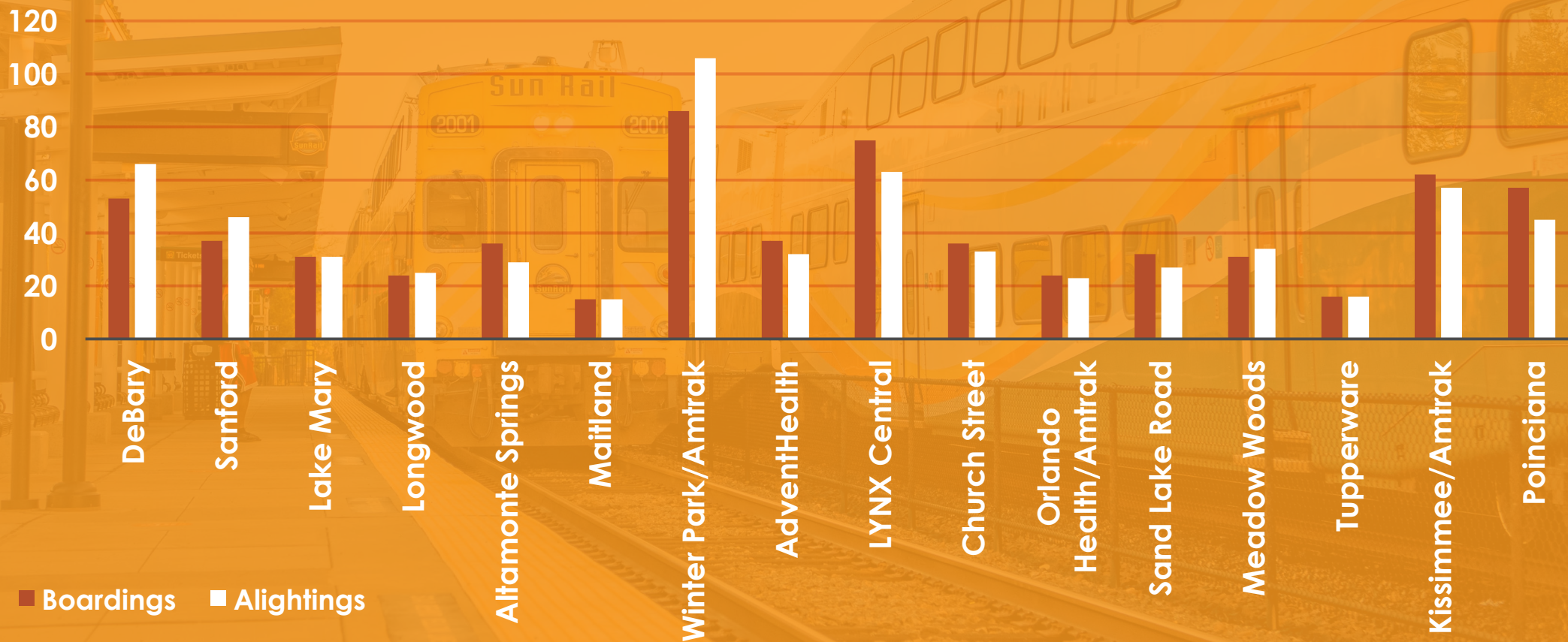
| Jurisdiction | Status |
|-------------------|--|
| Edgewood | Quiet Zone Established |
| Orange County | Quiet Zone Established |
| Maitland | Quiet Zone Established |
| Winter Park | Quiet Zone Established |
| Seminole County | Notice of Establishment (NOE) complete |
| City of Orlando | Assessing Quiet Zone qualifications. Two additional crossings upgrades in progress. (South St./Washington St.) |
| City of Kissimmee | Quiet Zone Established |

Local communities may apply for quiet zones and information is available on the “About” page at SunRail.com



BOARDINGS & ALIGHTINGS

OFF PEAK
10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)
January – March 2021



TRAIN PERFORMANCE DETAIL

JANUARY 2021 – MARCH 2021

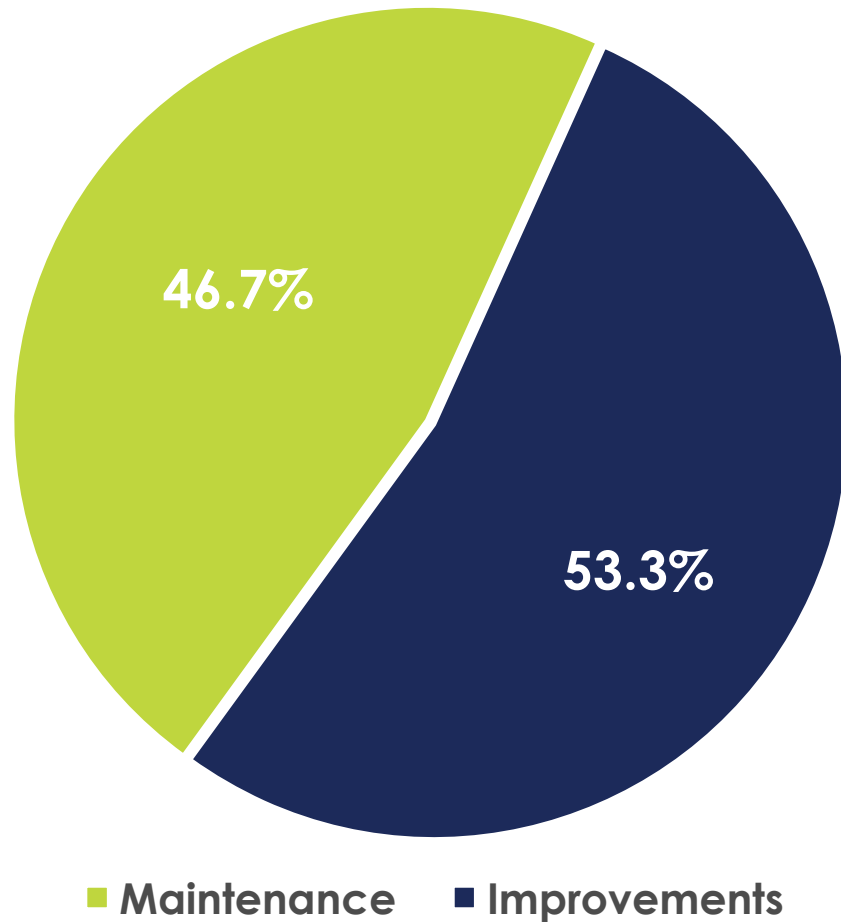
| Train Performance Overview | Trains | Percentage |
|----------------------------|--------|------------|
| On-Time | 2,375 | 95.8% |
| Late | 81 | 3.3% |
| Annulled | 24 | 0.9% |
| Total Trains Operated | 2,480 | 100.0% |

| Performance Detail | Days | Trains | Percentage |
|---------------------------------------|------|--------|------------|
| Injuries/Illnesses | 2 | 2 | 0.1% |
| Mechanical | 8 | 10 | 0.4% |
| Other | 15 | 38 | 1.5% |
| Police Activity | 6 | 8 | 0.3% |
| Signals & Components | 4 | 5 | 0.2% |
| Train Interference | 3 | 4 | 0.2% |
| Trespasser/Grade Crossing/Near Misses | 6 | 38 | 1.5% |
| Total (Rounded) | | 105 | 4.2% |

Note: Only categories with a value greater than zero are displayed and rounded to one decimal.



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