

# TECHNICAL ADVISORY COMMITTEE

April 13, 2022







# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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**Date:** April 13, 2022

**Time:** 2:00 p.m.

**Location:** FDOT/GoToWebinar Host

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***PLEASE SILENCE CELL PHONES***

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**I. Welcome**

**II. Call to Order and Pledge of Allegiance**

**III. Confirmation of Quorum**

- a. Nadia - Teleconference Roll

**IV. Chair's Remarks— Ms. Tawny Olore**

**V. Information Items**

- a. October 13, 2021 Meeting Minutes Online

**VI. Public Comments**

- *Nadia will read into the record any received prior to the meeting start.*
- *Those joining in person will be permitted to approach the podium in the LYNX Board Room.*
- Each speaker is limited to three minutes.





# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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### **VII. Discussion Items**

- a. Agency Update – Mike Carman SunRail, Director of Operations
- b. Bus Connectivity
  - i. LYNX – Bruce Detweiler, Interim Director of Planning & Development
  - ii. Votran – Kelvin Miller, General Manager

### **VIII. Transition Consultant Update**

- a. Transition Update – Michael DePallo

### **IX. Committee Member Comments**

### **IX. Next Meeting - Proposed**

- a. Next Meeting – July 13, 2022 at 2:00 p.m. LYNX Open Space Room (Webinar Platform TBD)

### **XII. 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 Roger Masten, FDOT/SunRail Title VI Coordinator 801 SunRail Dr. 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.*



# Technical Advisory Committee Meeting

January 12, 2022

2:00 p.m.

GoToWebinar Hosted by FDOT  
LYNX Central Station  
2<sup>nd</sup> Floor Multi-Purpose Room

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## Attendees

Tawny Olore, Osceola County  
Shad Smith, City of Longwood  
Alisha Maraviglia, City of Altamonte Springs  
Rick Werbiskis, City of DeLand  
Jon Cheney, Volusia County  
Renzo Nastasi, Orange County  
Crissy Martin, City of Orlando  
Alyssa Eide, City of Maitland  
Jean Jreji, Seminole County  
Christopher Carson, City of Lake Mary  
Sarah Larsen, MetroPlan Orlando

Bruce Detweiler, LYNX  
Kelvin Miller, Votran  
Charles M. Heffinger, FDOT  
Nadia Hernandez, FDOT  
Patricia Ruffino, FDOT  
Mike Carman, SunRail  
Sandra Gutierrez, SunRail  
George Gault, SunRail  
Linda Nesbitt, SunRail  
Regina Marini Cargill, Evolve Today



# Minutes

Meeting was called to order by TAC Chair, Tawny Olore, at 2:00 p.m.

Pledge of Allegiance

Meeting was held virtually.

## **Announcements:**

**Presenter: Tawny Olore**

- Chair's Report
  - Ms. Tawny Olore announced the next CFCRC meeting to take place on February 3<sup>rd</sup>, at 10:00 a.m., at the LYNX Central Station. The meeting will be in person and there will also be a link to meet virtually.
  - The transition consultant has been working on their analysis and they will give a presentation today.

## **Information Items:**

**Presenter: Tawny Olore**

- Meeting Minutes: Information items are included in the packet of the October 13, 2021 Meeting.

## **Public Comments:**

- Ms. Nadia Hernandez read a comment from Naqiy McMullen, Co-chair of the Central Floridians for Public Transit (CFL4Transit), in support of SunRail's transition to local control, under the Central Florida Regional Transportation Authority (LYNX).
  - Mr. McMullen commented in his e-mail that LYNX is the largest transit agency in the Central Florida region and has significant technical expertise. LYNX's service area also overlaps significantly with SunRail and integrating both transit systems is essential for effective and efficient regional transit.
  - Mr. McMullen stated that currently the systems are not well integrated, causing problems for increasing transit usage, decreasing congestion, and increasing sustainability. Integrating the two agencies into one entity, with one fare system and high-quality frequent bus connectivity to SunRail, would provide more effective regional transit and increase ridership for both systems.
  - He added that SunRail's operating model is outdated and must evolve beyond its current peak hour service that focuses solely on Downtown office workers. COVID has impacted the amount of people working Downtown, and it is unclear if it will return to its pre-pandemic peak, with remote work becoming more normal. Frequent all-day service, 7 days a week, is necessary to provide high-quality transportation alternatives to driving. To achieve the goal of frequent rail transit service, the CFL4Transit believes that SunRail should study electrifying the corridor and operating a fleet of diesel-electric multiple units (DMUs). This model has been a success story in Denver and should be studied and copied, especially with the future extensions to Orlando International Airport. CFL4Transit also advocate for SunRail to join Brightline to build a new right of way that SunRail can use to serve other major destinations such as Universal Studios and Disney World. Not serving the two largest employment centers in the region is a flaw in the overall system and its ability to be effective in order for the public to transition away from cars towards sustainable transit.
  - CFL4Transit advocates for high-quality transit service for all. The region will not have real alternatives to driving if SunRail does not add weekends, nights, frequent service, and better coordination with LYNX bus routes. Mr. McMullen expressed that he hopes the committee will take these comments into consideration when planning the transition to local control.

## **Agenda Item: Agency Update**

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

- Special Service on MLK Day
  - SunRail will run on MLK Day. People that are not working that day can enjoy SunRail and the activities happening that day.
- Group Rides
  - Group rides are doing well. There was a recent one with 137 students. Group rides receive a single ticket for the group, reducing the confusion of each individual having to tap on and off. Schools, tour groups, special needs organizations, senior groups, etc., can benefit from this option.



- Mobility Week
  - Mobility Week in 2021 was from October 29<sup>th</sup> to November 5<sup>th</sup>. FREEky Friday was held on October 29<sup>th</sup> and had the highest ridership since February 2020, with 4,614 riders.
  - Try it Tuesday was held on November 2<sup>nd</sup> with merchandise giveaways to encourage people to try the train.
- Black Friday Sale
  - Thanksgiving week had the highest ridership numbers in November.
  - SunRail ran on Black Friday with a BOGO promotion, encouraging people to bring a companion to ride for free. There were tents with SunRail merchandise. SunRail continued promoting BOGO days for the holiday season.
- Celebrating with SunRail
  - During the month of December, the trains were decorated with festive train graphics in celebration of the holidays. They also had “Traindeer Games” and special merchandise and giveaways.
- National Grant Winner
  - SunRail was awarded \$20K as part of the Operation Lifesaver Safety Education Grant for 2021. It is an innovative and inclusive special needs safety education program that will be launching in early 2022, with the slogan titled “Safety is for Everyone”.
- Social Media
  - Influencers, local news anchors, and popular bloggers are following SunRail’s social media.
  - They are posting train trivia, fun train trips, community happenings near stations, safety tips, and more. People can follow SunRail in Facebook, Instagram, and Twitter and use the tag @RideSunRail.
- Capital Projects
  - Work on the Lake Monroe Drawbridge (LMDB) is in progress.
  - Three-phase power installation is near completion at LMDB to provide reliable power supply for the lift span drive controls and motors. Upgrades have been done at the signal house, connections to the bridge tender house, and upgrades to the power supply.
  - Completed work includes pile cutoffs and debris removal, lightning protection, and tender house walkways. Fender pile repair work is in progress.
  - The handrail installation on the west side and new walkway on the east side at MP 809 bridge, was completed.
  - Upcoming work includes the installation of new walkways on both sides of the bridge and structural repairs at MP 784.3 CFRC bridge over US 17/92, during the first quarter of 2022.
- Fare Collection System
  - FDOT issued Task Work Order #1 to moovel in November.
  - The first milestone submittal package was received in December. It included a complete Project Schedule and Project Management Plan.
  - Non-disclosure Agreements (NDA’s) have been executed.
  - The targets for January 2022 include addressing mission critical items, evaluation of 1<sup>st</sup> milestone submittal package, and evaluation of the mobile app early rollout. This work should be completed by fall of 2023.
- On-Time Performance (OTP) Average
  - Actual OTP for the months of October through December 2021 was 96.76%. Contractual OTP was 99.51%. Goal is 95%.
  - There have been numerous fare evaders, people refusing to wear masks requiring police involvement to get them off the train, and intoxicated individuals refusing to get off the train causing delays. These situations are outside of the contractor’s control.
- PTC Success
  - Year to Date PTC Active Operating Percentage:
    - SunRail – 99.5% (99.9% in December)
    - CSX – 99.3%
    - Amtrak – 98.5%
  - With Positive Train Control (PTC), each train has a GPS and is tracked and followed with a computer. If



the system detects that the trains will collide, it stops the trains and prevents the collision. It also computes the stopping distance and stops the train if it detects that it is going over the speed limit when it's about to go around a curve. The installation of PTC was federally mandated. It is costly, but it is a very effective safety measure that prevents serious accidents from happening.

- Average Daily Ridership
  - There were 3,207 riders in October, 3,204 in November, and 3,329 in December.
  - The average daily ridership in 2019 ranged from 6,000 to 7,000. Due to COVID, there was a huge decrease in 2020, resulting in an average of 803 riders in April. Ridership has slowly increased throughout 2021. SunRail is working on marketing campaigns to help attract more riders to SunRail.
- Boardings by Station
  - LYNX and Winter Park are the biggest destinations with riders coming and going from DeBary and Poinciana.
- Parking
  - IOS Station parking – Although ridership has been low, there is sufficient parking at all stations.
  - Southern Expansion Station parking – Ridership has decreased, and it is reflected in the parking as well. Kissimmee numbers show a higher amount, but there is no accurate way to measure it, since their parking lot holds 20 cars and people also use the public parking garage across from the station.
- Revenue Incidents by City: Six major incidents
  - September 7<sup>th</sup>: Amtrak hit an empty vehicle at Georgia Ave.
  - September 13<sup>th</sup>: CSX hit a trespasser near Magnolia St. Three days later, a passenger riding the Amtrak train jumped off between two of the cars and was run over multiple times, near the Sand Lake Station. Both incidents resulted in fatalities and having to close the area for around four hours.
  - September 29<sup>th</sup>: SunRail hit a forklift in Osceola County when they made a right turn, but the road was backed up due to traffic. This resulted in significant damages of about \$50K.
  - November 12<sup>th</sup>: SunRail hit an empty vehicle in Lake Mary.
  - November 22<sup>nd</sup>: SunRail hit a truck at Lake Mary, although this resulted in minimal damage.
  - There have been cars turning right onto the tracks. Signage and delineators have been put in place to help deter these situations. People following their GPS might be getting confused by the instructions these apps are giving and making wrong turns inadvertently. SunRail staff will be working with Google Maps, Waze and others to correct these fallacies.
- Operating Budget
  - Mr. Heffinger stated that they are on track with the budget. They had a settlement agreement of \$1.9 M with Conduent, for Fare Equipment Maintenance. They were relieved of all their contracts regarding implementation. They are only doing maintenance and operation right now. moovel will implement a brand-new fare collection system.
  - As a result of a reduction in ridership due to COVID, insurance has gone down from a forecasted \$5M to \$3.8M.
  - The budget for CSX is ahead of schedule. They have been running more freight. This is probably due to the ports being slower. The increase in cost of natural gas has also resulted in more use of coal.
- Phase II North Extension:
  - The civil work contract was let. The contractor would be doing the rail, station, and civil works, including the parking lot and retention pond. Herzog was the contractor being considered for this work, but this decision was protested by another contractor, and there will be a settlement meeting with them. The contract was a best value contract and Herzog was the better fit for innovation and price.
  - The signal contract was advertised twice, but it only had one responsive bidder. Essentially, they were approved to move forward with a task work order with the current signal maintenance contractor, Herzog, and it's in the process of being implemented. This allows for better price negotiations, since they are already established and familiar with the corridor.
- Ms. Tawny Olore requested an update on the CRISI Grant Project status.
  - The grant has not yet been executed with the FRA. Mr. Heffinger explained there have been a few delays due to other work that must be completed first by others. There was a fuel line running through the middle of the area where the track would be installed. Relocating that line will cost approximately \$10M, and it can possibly happen later this year. There is a contractor on board and they are ready to award a contract to widen some bridges. The City of Kissimmee will allow the use of some land to place a temporary track, while the work is completed. The goal is to have the double-tracking work completed by the time of the transition. The cost of this work has increased significantly due to inflation. In addition, the environmental evaluation had to be redone and that took almost a year to complete.



**Agenda Item: LYNX Connectivity****Presenter: Bruce Detweiler**

- Mr. Bruce Detweiler introduced himself as the Interim Director of Planning for LYNX.
- Ridership decreased 27% for Fiscal Year 2021, compared to the same period in 2020. There was an increase in ridership by the end of the year. The numbers are still lower than 2020, since there were a few months of pre-pandemic ridership.
- Ridership has increased during the first three months of FY22. The LYNX system as a whole has followed that same trend.
- The stations that are most used continue to be Sanford, Winter Park, Advent Health, and Sand Lake Rd.
- There has been a significant increase in the SunRail Phase II Feeder Routes ridership, ranging from 70% to 102%.
- There was a decrease in ridership on routes 604, 631, and 632. Adjustments to these routes will be made to address the decrease.
- Ms. Tawny Olore inquired if the increase in ridership might be due to the higher gas prices.
- Mr. Detweiler responded that some of it might be tied to gas prices, but the increase has happened in all the routes.

**Agenda Item: Votran Bus Connectivity****Presenter: Kelvin Miller**

- The overall ridership was down about 18% for FY21 compared to FY20.
- There was a rapid increase in ridership during the last quarter of last year. However, that increase has not carried over into FY22.
- FY21 ended with about 9,000 passenger trips for the year. They are down approximately 2% in FY22 from the same time last year. There were approximately 2,100 trips for the first three months of FY21, and 2,000 for FY22.
- Ms. Tawny Olore inquired if there was a similar trend to LYNX's report regarding a general increase in the overall system.
  - Mr. Miller explained that they had a 4% increase in the fixed route system ridership. They are getting back to about 800 riders a day and their peaks are about 1,000 riders a day.

**Agenda Item: SunRail Transition Consultant Update****Presenter: Michael DePallo**

- Transition Study Process – Current Status
  - Tasks
    - Data Collection (completed)
    - Strategic Planning (in progress)
    - Facilities Assessment (in progress)
    - Risk Assessment (in progress)
    - Transition Plan (in progress)
  - Deliverables
    - Existing Conditions Report (completed)
    - Initial Risk Assessment Report (completed)
    - Transition Analysis Report (in progress)
    - Financial Memorandum (in progress)
    - Final Risk Assessment Report (in progress)
    - Final Transition Plan Report (will begin shortly)
  - Agency Involvement – Continued Communication Process
    - Steering Group
    - Agency Boards
- Transition Analysis Framework
  - Lessons learned from other commuter rail models and transition
    - Most commuter rail operations involving multiple jurisdictions designate a single entity to be in charge, a single point of contact. Examples include Caltrain in California and Trinity Railway in Texas
    - Many agencies transitioned from existing commuter rail operations rather than starting from scratch, like SEPTA in Philadelphia.
    - Public track ownership offers flexibility to expand and change service more easily.



- Public transit agency governance makes sense due to funding sources, FTA and FRA familiarity and credibility.
- Many agencies have shifted governance structures after service initiation, like Caltrain and MARC in Maryland.
- When existing commuter rail integrated into another agency, great care was taken to carefully consider culture blend and staff cohesion.
- Budgets need to be firmly established and provisions made for equitable and consistent sharing of unanticipated costs among sponsoring agencies. Cost sharing agreements need to be clear and understandable to avoid conflict between the partners.
- Contracts and Agreements Analysis
  - FDOT has extended most operating contracts to mid-2024 or later.
  - If the funding period ends in 2024, some critical contracts should be either re-procured by FDOT prior to transition or CFCRC should commence procurement one year prior.
  - Scope of operating contracts are being reviewed for the potential to bundle work packages under fewer contracts to ease CFCRC's administrative cost.
  - WSP is reviewing several contractors' recent monthly reports, on-time performance reports, and test and inspection reports, to look for repetitive failures or weaknesses.
  - Conduent contract has been terminated and FDOT has awarded a new contract to moovel. Conduent will maintain the software and hardware and provide hosting through the transition to the new contract.
  - Several operating contracts are "state participation contracts" or piggyback contracts. Whether CFCRC can participate in such contracts needs to be determined in the future.
- Interlocal Agreements
  - The current intergovernmental agreements do not address the transfer of lease revenues and may need to be amended if FDOT agrees to transfer the funds to CFCRC.
  - CSX sale post-closing documents were obtained and are under review. These include the Survey of the corridor, deed, and Joint Use Agreement.
- Staffing
  - Completed:
    - Review of existing staffing for Operations and Program Management.
    - Initial meetings with candidate outside agencies to review potential interest in the project. These include CFX, LYNX, and Brightline.
  - Ongoing:
    - Refine and update staffing profiles for the following three options: 1) CFCRC all internal; 2) CFCRC with contracted operations; 3) CFCRC contracts with another agency to operate.
  - Upcoming:
    - The completion of agency options and recommendations.
- Committees
  - Completed:
    - Identify and review role, membership, and operation of existing SunRail committees.
  - Ongoing:
    - Determining which committees and functions should continue after the transition and if new ones are necessary.
- Financial Analysis
  - Completed: Overview of existing procedures to obtain revenue, National Transit Database reporting, and considerations for the transition of the fare system.
  - Ongoing: Finalizing the operating scenarios and costs of the staffing positions to be included in the five-year budget and assessing the costs and benefits to the finalized staffing options for the three potential operating scenarios.



- Upcoming: Revising the financial analysis model and incorporating results from the governance scenarios.
- Fare System Analysis
  - Completed: Initial review of the conformed moovel contract.
  - Ongoing: Review of the current fare collection environment, systems, devices, and processes.
  - Upcoming: Identifying the schedule and implementation risks, moovel contract options assessments, and input for the Transition Plan.
  - Future: Development of a Concept of operations, Fare policy and Title VI analysis, and implementation support during the transition. These are outside the scope of work but will need to be addressed during the actual transition period.
- The Operational Analysis
  - Completed:
    - Assessment of the State of Good Repair (SOGR)
      - Compared field site reviews with SunRail's Transit Asset Management data and 5-year Capital Plan.
      - Determined CFRC is in SOGR, however, some items in later years of the 5-year Capital Plan should be moved up to occur before the transition.
    - Operating Rules and Review Assessment
      - Reviewed Operating Rules and determined only minor administrative changes would be needed to existing Operating Rules for transition.
    - Operational Issues with FRA
      - Reviewed the last two and a half years of FRA inspections and violations and found no systemic deficiencies with appropriate contractor compliance.
      - SunRail has no reportable injuries over that period.
      - SunRail compares favorably with peer agencies in regard to FRA inspections and violations.
    - FRA New Starts Requirements
      - Reviewed FRA New Starts Master List and determined that as long as the existing maintenance and operations contractors remain in-place during the transition, only minor documentation to FRA is necessary due to the transition.
- Ron Hartman, WSP Lead for the Governance and Agency Analysis Component of the Transition Analysis Framework, continued the presentation with the three agency options being evaluated.
  1. CFCRC – Fully staffed with O&M in-house
  2. CFCRC – Hybrid partially staffed with O&M outsourced to contractors.
  3. Incorporate SunRail O&M into another agency, CFCRC still existing.
    - The other evaluation criteria for the third option assessed different areas that include: legal, governance, financial, and organizational structure. Each criterion was applied to the agencies under consideration. When the criteria were applied, particularly under organization, it was evaluated if they had the capacity or ability to hire people for the functions needed.
    - Each criterion was assigned points by the funding partners depending on the level of importance: one point for the lowest, two for average, and three for higher than average.
    - LYNX had the most points, making it the most aligned with the criteria. LYNX had 52.4, CFX had 47.8, and Brightline 49.4.
    - Mr. Hartman discussed the pros and cons for each agency and their staffing profiles, that estimated the amount of people each agency would need to hire.
      - CFX:
        - Pros: They have a strong financial capacity, could bring on rail expertise, they have experience, customer service, and revenue management expertise.



<ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>○ Cons: They may need legislative change to operate outside their current boundaries, no FTA experience including grant rule compliance, and no rail or transit experience.</li> </ul> </li> <li>• Brightline: <ul style="list-style-type: none"> <li>○ Pros: They can operate in all SunRail jurisdictions, runs full-service passenger rail with in-house staff, strong marketing capability, and experience with FRA regulation.</li> <li>○ Cons: They cannot be FTA grant recipients, no experience managing out-sourced services, and since they are not a public agency, CFCRC would need to hire staff to oversee public money.</li> </ul> </li> <li>• LYNX: <ul style="list-style-type: none"> <li>○ Pros: They have FTA experience and can be FTA grant recipients, ability to bring on rail expertise, back-office functions to mirror SunRail organization, and experience overseeing outsourced service contracts.</li> <li>○ Cons: They have no rail experience.</li> </ul> </li> <li>• Staffing Profiles <ol style="list-style-type: none"> <li>1. CFCRC – All direct hires. The estimated number of positions needed are 190.</li> <li>2. CFCRC – Operations contracted. The estimated number of positions needed are 50.</li> <li>3. CFCRC – All functions contracted to existing organization (LYNX). The estimated number of positions needed are 9 (12 additional ones pending further discussion).</li> </ol> </li> <li>• Governance Analysis Follow Up <ul style="list-style-type: none"> <li>○ Received Steering Group input on initial agency evaluation</li> <li>○ Met with LYNX to refine position analysis</li> <li>○ Narrow down with elimination of agency options deemed unacceptable</li> <li>○ Refine Governance Alternatives Analysis</li> <li>○ Prepare recommendation on governance structure</li> </ul> </li> <li>• Schedule Update <ul style="list-style-type: none"> <li>○ Financial Analysis Memorandum – January 2022</li> <li>○ Transition Analysis Report – January 2022</li> <li>○ Draft Transition Plan – May 2022</li> <li>○ Final Policy Board Briefings – July/September 2022</li> <li>○ Final Transition Plan – Fall 2022</li> </ul> </li> <li>• Questions/Comments <ul style="list-style-type: none"> <li>○ Mr. Heffinger praised WSP for their good work. He stated that WSP has been extremely professional, have performed a thorough investigation. They had many good things to report and found opportunities for improvement.</li> <li>○ Ms. Olore clarified that although LYNX came out with the highest score, the decision on how to move forward has not been made and will ultimately be determined by the CFCRC.</li> </ul> </li> </ul>
<p><b>Committee Member Comments:</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul>
<p><b>Meeting adjourned:</b> 3:15 p.m.</p> <p><b>Next meeting:</b> Scheduled for Wednesday, April 13, 2022, at 2:00 p.m., Virtual Forum and at LYNX Central Station, Second Floor Open Space, 455 N. Garland Avenue, Orlando</p>



# 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**

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## **JACQUELINE PARAMORE**

State Title VI Coordinator  
605 Suwannee Street, Mail Station 65  
Tallahassee, Florida 32399



# WELCOME







# CHAIR'S REPORT

Ms. Tawny Olore



# INFORMATION ITEM

JANUARY 12, 2022 MEETING  
MINUTES POSTED ONLINE







# PUBLIC COMMENTS

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# AGENCY UPDATE

Michael Carman  
Director of Operations







# SCHOOL IS OUT, SPIRIT IS IN

- **Presidents' Day Promotion**
- February 21, 2022
- Students and faculty ride FREE when they wear school merch
- High ridership day - 4,516







# ORLANDO MAGIC TRAIN-TO-GAME

- Fans ride SunRail FREE to and from home games
- Later southbound train for home games funded by Orlando Magic
- Game nights are our top ridership days







# SPRING BREAK SUCCESS

- Later southbound train service all week
- Friday's Winter Park Art Festival highest ridership since Feb. 2020
  - March 18 = 7,742
- 28,585 riders for the week, a **49%** increase over the week prior

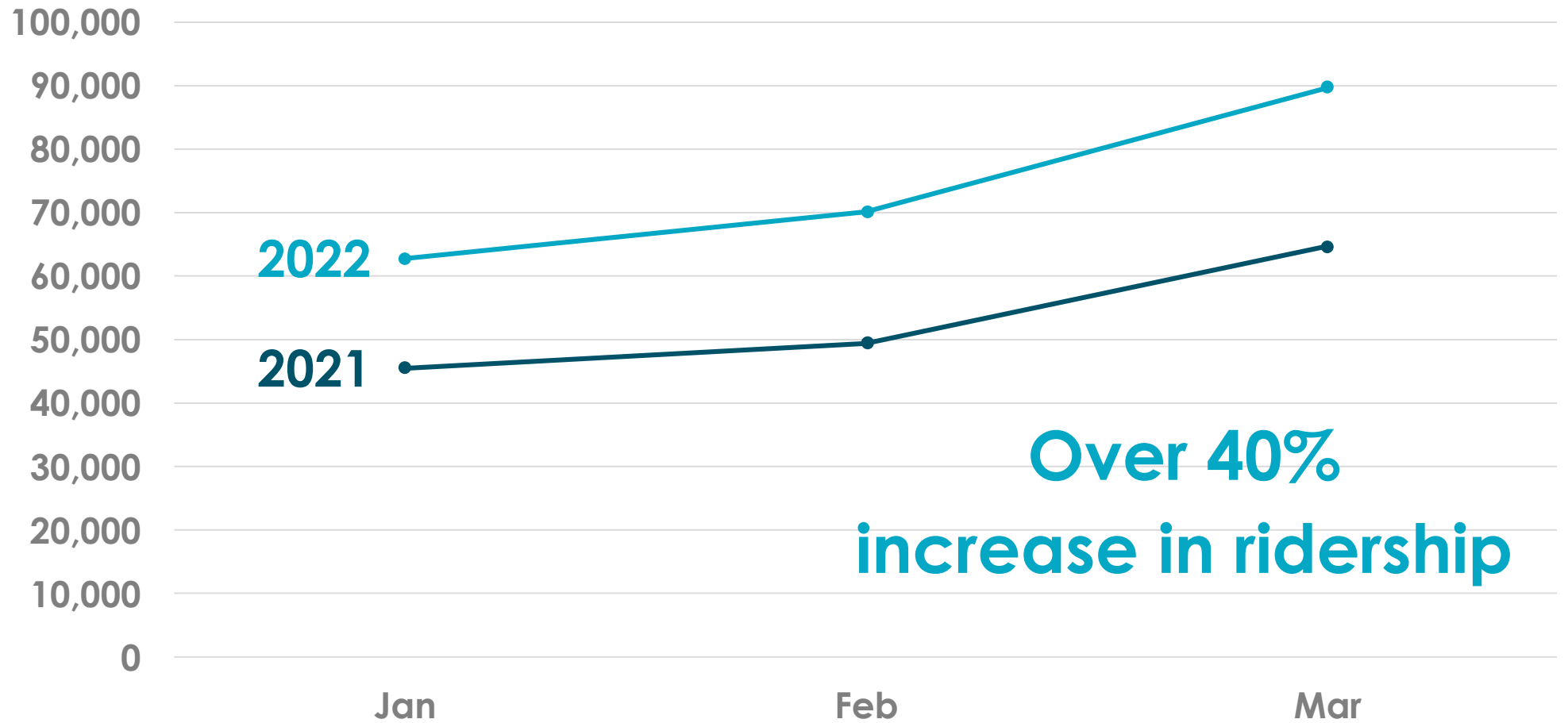




# INCREASE IN RIDERSHIP



## TOTAL MONTHLY RIDERS





# DELAND - PHASE 2 NORTH

- Bids were opened
- Award was protested
- Protest resolved - Executed
- Planning Ground-breaking Ceremony
- Signals – Will be working with Herzog via the SunRail Contract





# FARE COLLECTION SYSTEM STATUS

- Selected vendor moovel North America to replace the current fare collection system
- Executed Agreement: October 19, 2021
- Hit the ground running – ordering machines, designing system
- Expect Go-Live: First Quarter of 2023







# GROUP RIDES ARE BACK!

- Group travel is more fun when SunRail gets you there!
- Advance fare payment & ticket-free travel at Website
- Keeping you safe! FRA mask mandate for onboard travel expires on April 18, 2022.





# ABOVE AVERAGE

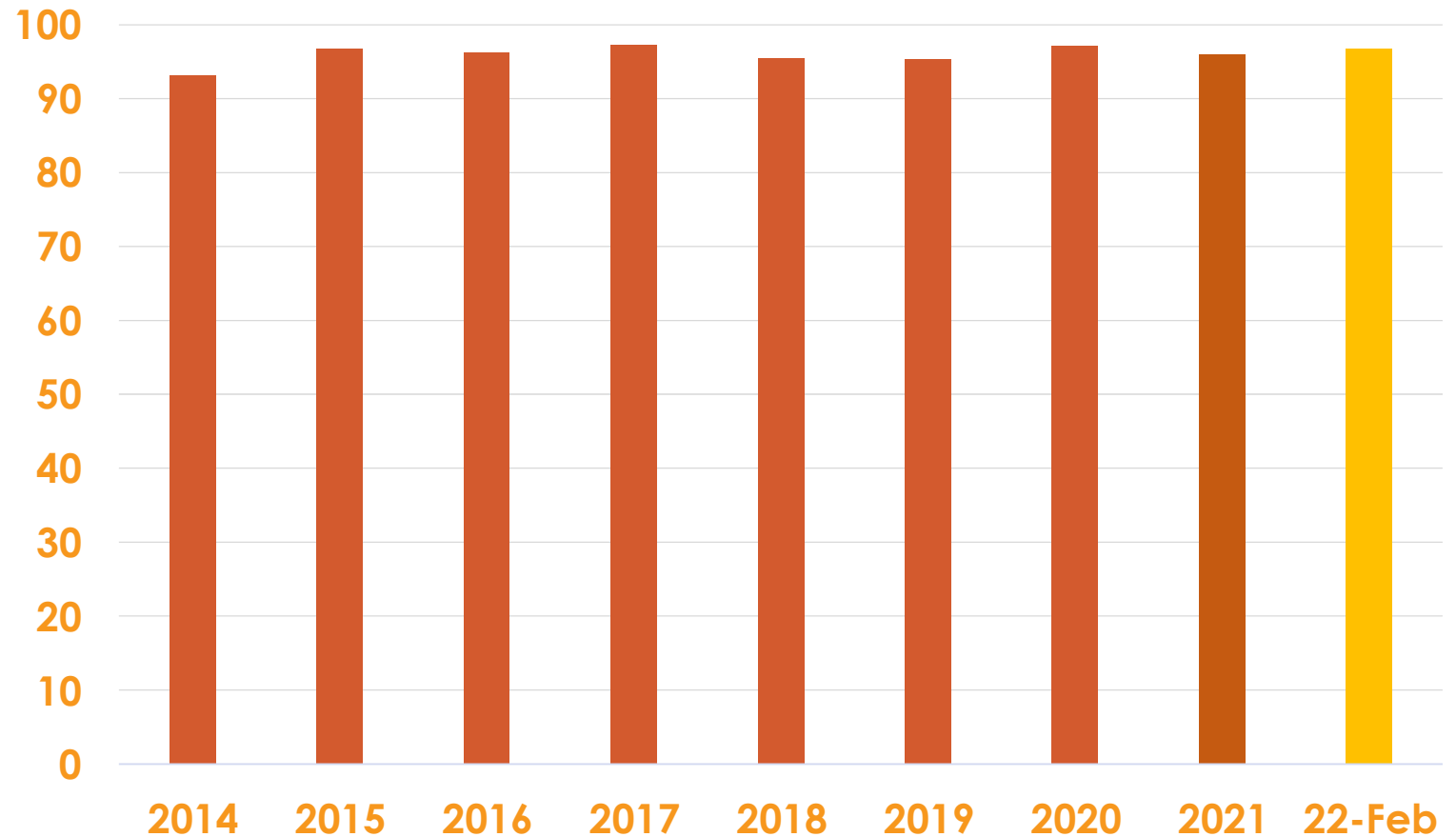
- On-Time 50 Days
- 64 Operating Days
- Ran 2,560 Trains



## ON-TIME PERFORMANCE AVERAGE

December 2021 – February 2022

Goal = 95%    Actual = 96.4%    Contract = 99.0%



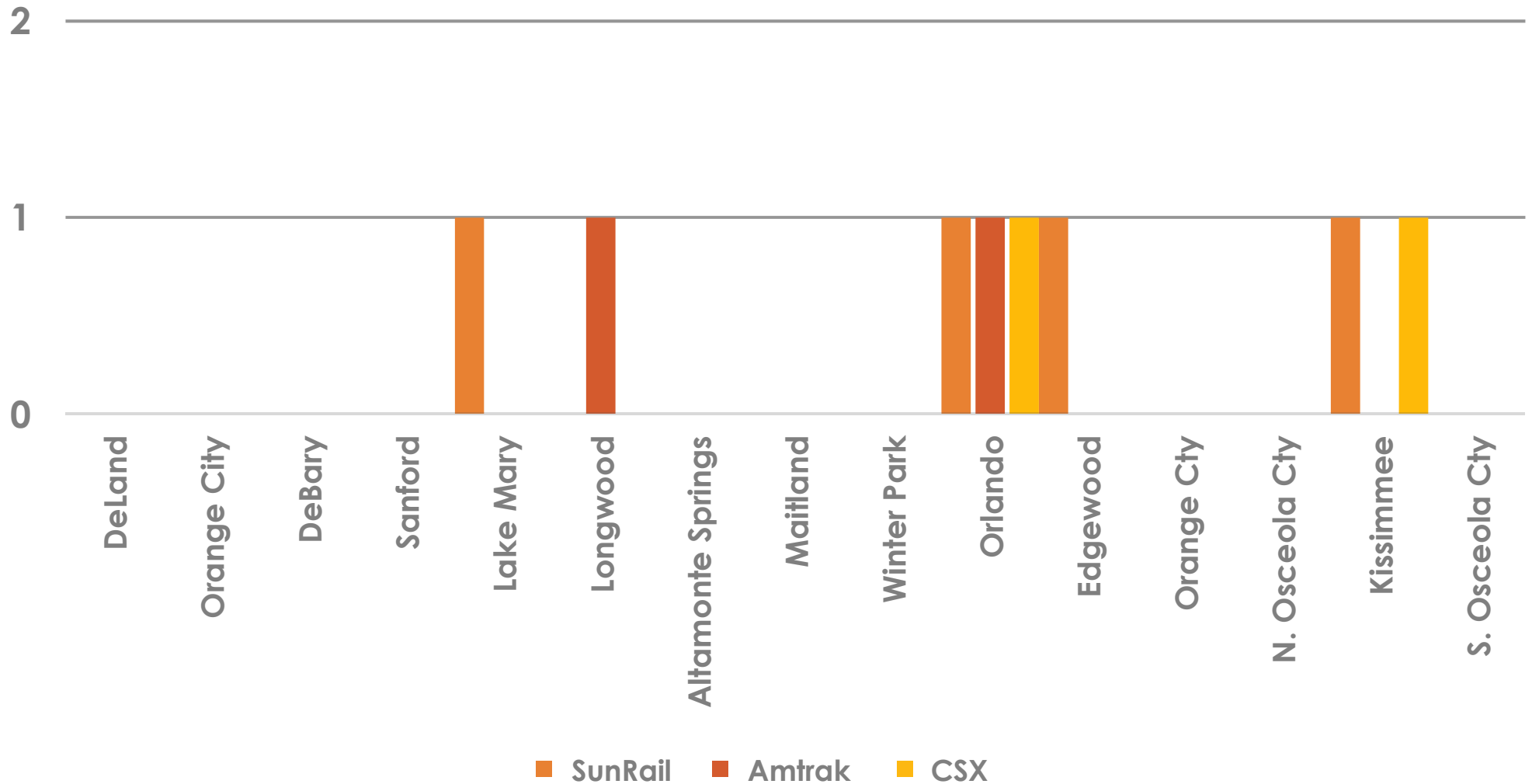
From inception and current month.



# REVENUE INCIDENTS BY CITY/COUNTY



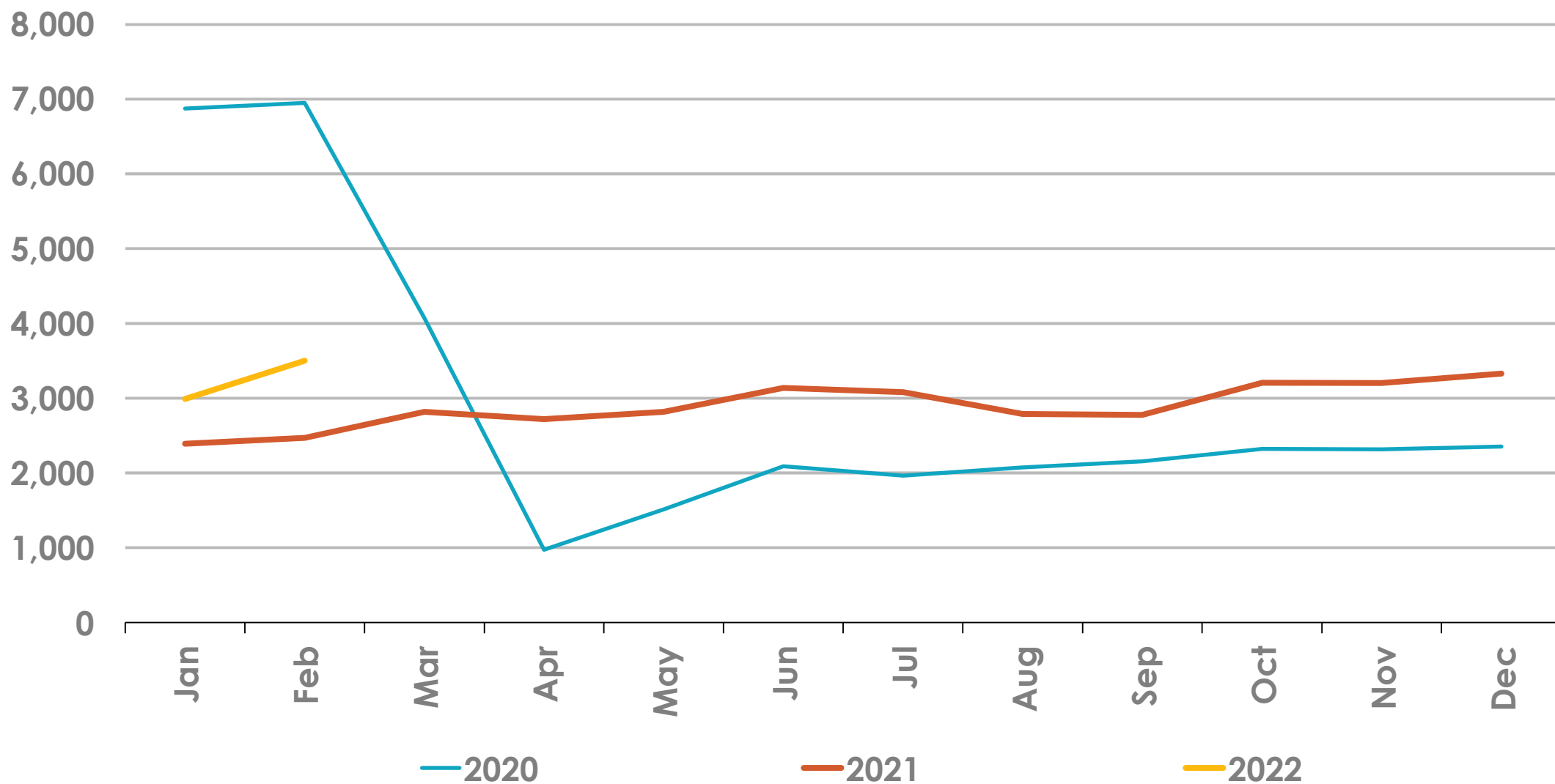
December 2021 – February 2022





# AVERAGE DAILY RIDERSHIP

Dec – 3,329 | Jan – 2,988 | Feb – 3,500

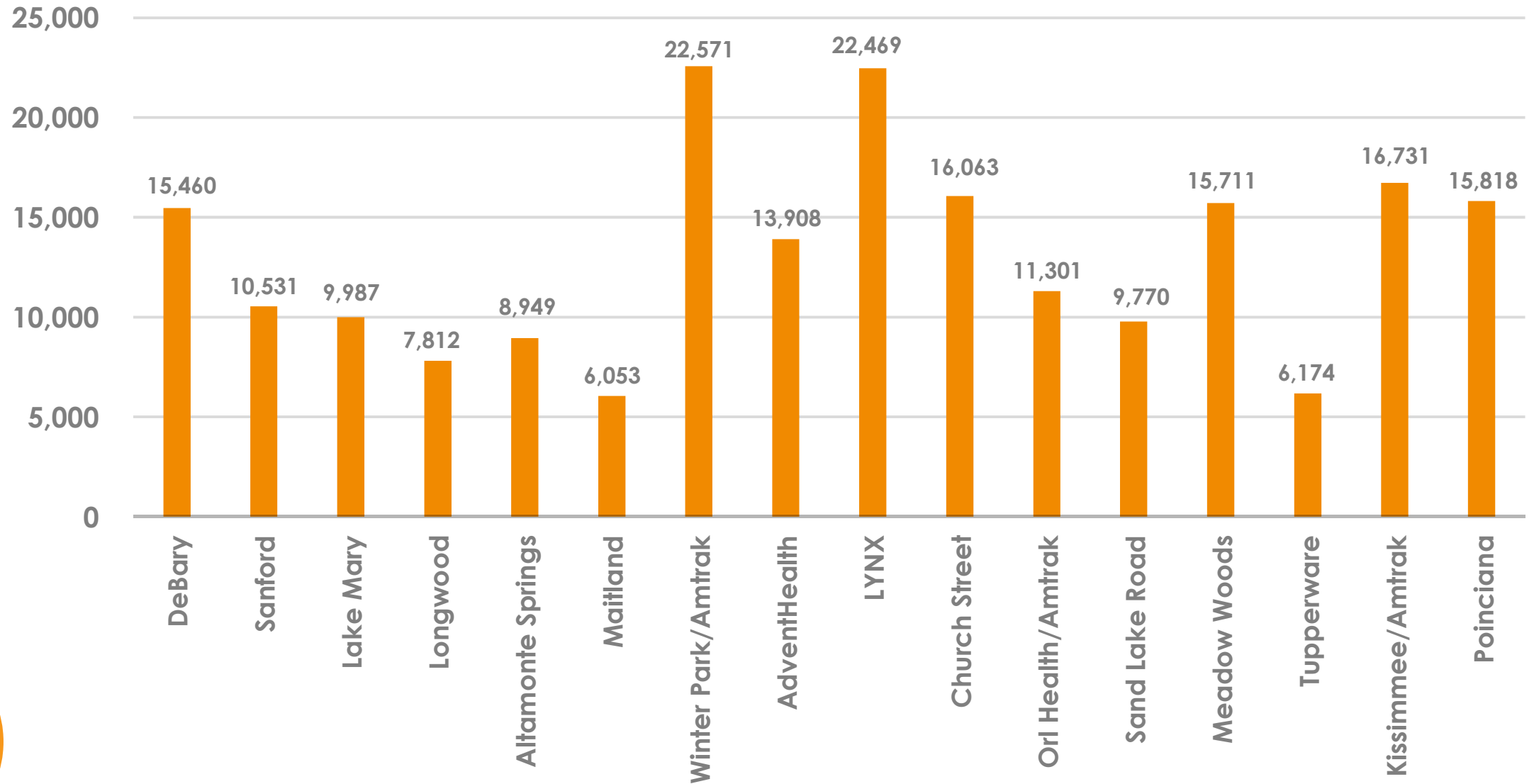




# BOARDINGS BY STATION



## Ridership December 2021 – February 2022







# PTC SUCCESS

- Year to Date PTC Active Operating Percentage:
  - SunRail 99.8%
  - CSX 99.5 %
  - AMTRAK 99.0%

Through February 28, 2022



# FY 21/22 OPERATING BUDGET UPDATE



OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT
Bombardier - Operations
Bombardier - Maintenance
Bombardier - 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
BTNA – COVID Decontamination Services
<b>OPERATING COSTS SUBTOTAL</b>

Feeder Bus Expenses
Capital Maintenance
Consultant Support

<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>
--

ANNUAL BUDGET
\$ 10,745,000
\$ 16,255,000
\$ 1,350,000
\$ 1,000,000
\$ 2,200,000
\$ 3,500,000
\$ 2,500,000
\$ 5,000,000
\$ 2,136,000
\$ 6,000
\$ 100,000
\$ 30,000
\$ 40,000
\$ 10,000
\$ 300,000
\$ 10,000,000
\$ 3,506,560
<b>\$ 58,678,560</b>

\$ 2,000,000
\$ 10,620,000
\$ 12,200,000

<b>\$ 83,498,560</b>
----------------------

YEAR TO DATE MARCH 31, 2022	
BUDGET	ACTUAL
\$ 8,058,750	\$ 7,930,017
\$ 12,191,250	\$ 12,051,142
\$ 1,012,500	\$ 911,536
\$ 750,000	\$ 686,108
\$ 1,650,000	\$ 3,349,431
\$ 2,625,000	\$ 2,351,896
\$ 1,875,000	\$ 1,772,907
\$ 5,000,000	\$ 3,842,500
\$ 1,602,000	\$ 1,275,040
\$ 4,500	\$ 2,664
\$ 75,000	\$ 39,216
\$ 22,500	\$ 15,840
\$ 30,000	\$ 24,967
\$ 7,500	\$ -
\$ 225,000	\$ -
\$ 7,500,000	\$ 7,667,733
\$ 2,629,920	\$ 3,118,884
<b>\$ 45,258,920</b>	<b>\$ 45,039,881</b>

\$ 1,500,000	\$ 922,678
\$ 7,965,000	\$ 3,297,286
\$ 9,150,000	\$ 8,164,475

<b>\$ 63,873,920</b>	<b>\$ 57,424,320</b>
----------------------	----------------------



# FY 21/22 OPERATING BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	YEAR TO DATE MARCH 31, 2022	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,308,100	\$ 1,731,075	\$ 1,346,986
CSX usage fees	\$ 3,698,671	\$ 2,774,003	\$ 2,833,873
Amtrak usage fees	\$ 1,012,971	\$ 759,728	\$ 717,908
FCEN usage fees	\$ 28,416	\$ 21,312	\$ 20,408
Right-of-way lease revenue	\$ 123,442	\$ 92,581	\$ 84,801
Ancillary revenue	\$ 444,792	\$ 333,594	\$ 230,012
<i>Subtotal - System revenue</i>	<i>\$ 7,616,391</i>	<i>\$ 5,712,293</i>	<i>\$ 5,233,988</i>
FTA §5307 - Urbanized Area Grant Funds	\$ 20,218,060	\$ 20,218,060	\$ 20,218,060
CRRSAA Grant Funds	\$ 3,506,560	\$ 3,506,560	\$ 3,506,560
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 31,341,011</b>	<b>\$ 29,436,913</b>	<b>\$ 28,958,608</b>



# THANK YOU







# 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	
<i>Days of Operation</i>	<b>22</b>	<b>19</b>	<b>22</b>	<b>19</b>	<b>20</b>	<b>23</b>	<b>22</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>23</b>	<b>256</b>
<b>Sanford</b>	112	279	266	219	211	228	146	271	256	196	173	222	<b>215</b>
<b>Lake Mary</b>	42	49	56	49	51	57	74	64	51	51	60	65	<b>56</b>
<b>Longwood</b>	39	57	50	65	62	66	69	66	40	51	51	53	<b>56</b>
<b>Altamonte Springs</b>	40	101	80	112	30	55	13	38	37	81	111	108	<b>67</b>
<b>Maitland</b>	15	12	14	12	11	10	15	14	12	10	15	10	<b>13</b>
<b>Winter Park</b>	201	227	255	236	234	241	227	226	168	216	227	217	<b>223</b>
<b>Florida Hospital/Health Village</b>	246	255	248	245	265	260	280	210	261	181	282	275	<b>251</b>
<b>LYNX Central Station</b>													-
<b>Church Street Station</b>													-
<b>Orlando Health/Amtrak</b>	17	20	20	12	13	17	18	17	21	18	17	18	<b>17</b>
<b>Sand Lake Road</b>	71	87	73	79	82	112	91	111	84	148	151	146	<b>103</b>
<b>Meadow Woods</b>	77	80	76	80	55	65	71	85	38	53	49	96	<b>69</b>
<b>Tupperware</b>	7	11	11	10	10	12	8	10	6	12	10	12	<b>10</b>
<b>Kissimmee Intermodal</b>													-
<b>Poinciana</b>	4	4	3	3	5	4	5	5	2	5	4	6	<b>4</b>
<b>Total - All Stations</b>	<b>871</b>	<b>1,182</b>	<b>1,152</b>	<b>1,122</b>	<b>1,029</b>	<b>1,127</b>	<b>1,017</b>	<b>1,117</b>	<b>976</b>	<b>1,022</b>	<b>1,150</b>	<b>1,228</b>	<b>1,083</b>
Percent change from FY 20 to FY 21	-54%	-32%	-19%	-30%	-45%	-34.3%	733.6%	34.6%	10.3%	4.7%	-21.2%	-7%	-27%

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 2022												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
<i>Days of Operation</i>	21	21	23	21	20								106
Sanford	233	237	258	225	259								242
Lake Mary	61	59	63	64	63								62
Longwood	60	63	58	53	53								57
Altamonte Springs	108	100	92	103	109								102
Maitland	12	13	14	15	13								13
Winter Park	233	236	260	231	240								240
AdventHealth	285	270	288	243	286								274
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	24	19	25	25	23								23
Sand Lake Road	157	181	167	150	162								163
Meadow Woods	92	86	81	49	104								82
Tupperware	12	14	12	17	16								14
Kissimmee Intermodal													-
Poinciana	6	4	4	6	5								5
<b>Total - All Stations</b>	<b>1,283</b>	<b>1,282</b>	<b>1,322</b>	<b>1,181</b>	<b>1,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,280</b>
Percent change from FY 21 to FY 22	47%	8%	15%	5%	30%								18%

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 Feeder Bus Route Analysis (Phase II Routes)

LINK	February		Change	% Change
	FY21	FY22		
18	14,393	16,794	2,401	17%
418	3,080	3,773	693	23%
155	332	628	296	89%
306	1,017	1,567	550	54%
604	87	95	8	9%
631	358	427	69	19%
632	199	212	13	7%
709	707	994	287	41%





# VOTRAN CONNECTIVITY

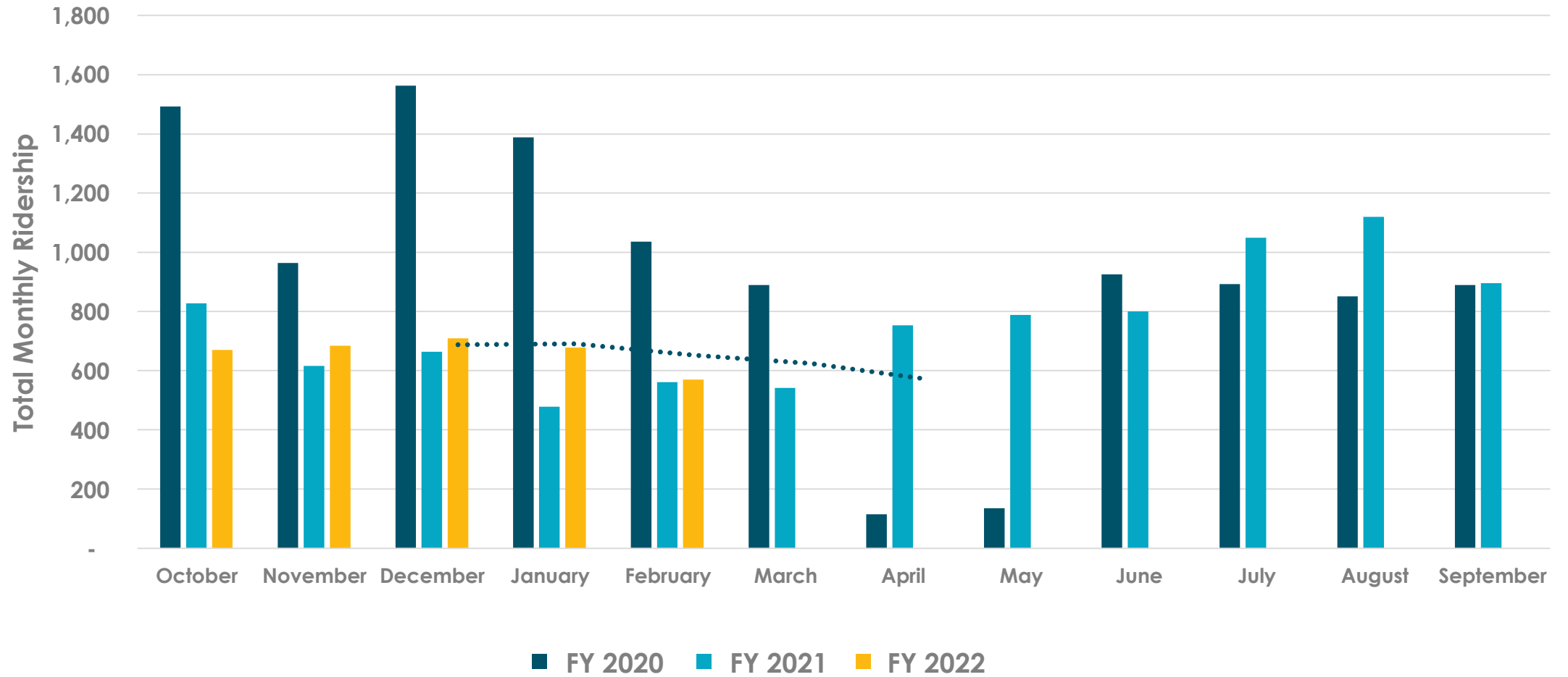
February 2022

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	22	20	22	22	22		232
Total Monthly Ridership	827	616	664	478	561	542	753	788	800	1,049	1,120	896	9,094
Avg Daily Ridership	38	31	30	24	28	27	34	39	36	48	51	43	36
Activity at DeBary Station	Fiscal year 2022												Annual Daily Average
	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	
Days of Operation	21	21	23	21	20								106
Total Monthly Ridership	670	684	709	678	570								3,311
Avg Daily Ridership	32	33	31	32	29								31

NOTES: April and May of 2020 ridership decreased due to COVID-19, May 2020 ridership was not accurately counted due to fare suspension.



# VOTRAN SUNRAIL CONNECTIVITY







# VOTRAN CONNECTIVITY

February 2022

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	1,563	1,389	1,036	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	22	20	22	22	22		232
Total Monthly Ridership	827	616	664	478	561	542	753	788	800	1,049	1,120	896	9,094
Avg Daily Ridership	38	31	30	24	28	27	34	39	36	48	51	43	36
Activity at DeBary Station	Fiscal year 2022												Annual Daily Average
	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	
Days of Operation	21	21	23	21	20								
Total Monthly Ridership	670	684	709	678	570								
Avg Daily Ridership	32	33	31	32	29								

NOTES: April and May of 2020 ridership decreased due to COVID-19, May 2020 ridership was not accurately counted due to fare suspension.





# TRANSITION UPDATE

MIKE DEPALLO





# Project Status Update

April 13, 2022  
2 pm

Technical Advisory  
Committee  
Meeting

## SunRail Transition Plan Consulting Services





# Today's Discussion Items



UPDATE ON TRANSITION  
ANALYSIS



REFINED GOVERNANCE  
ALTERNATIVES  
ANALYSIS

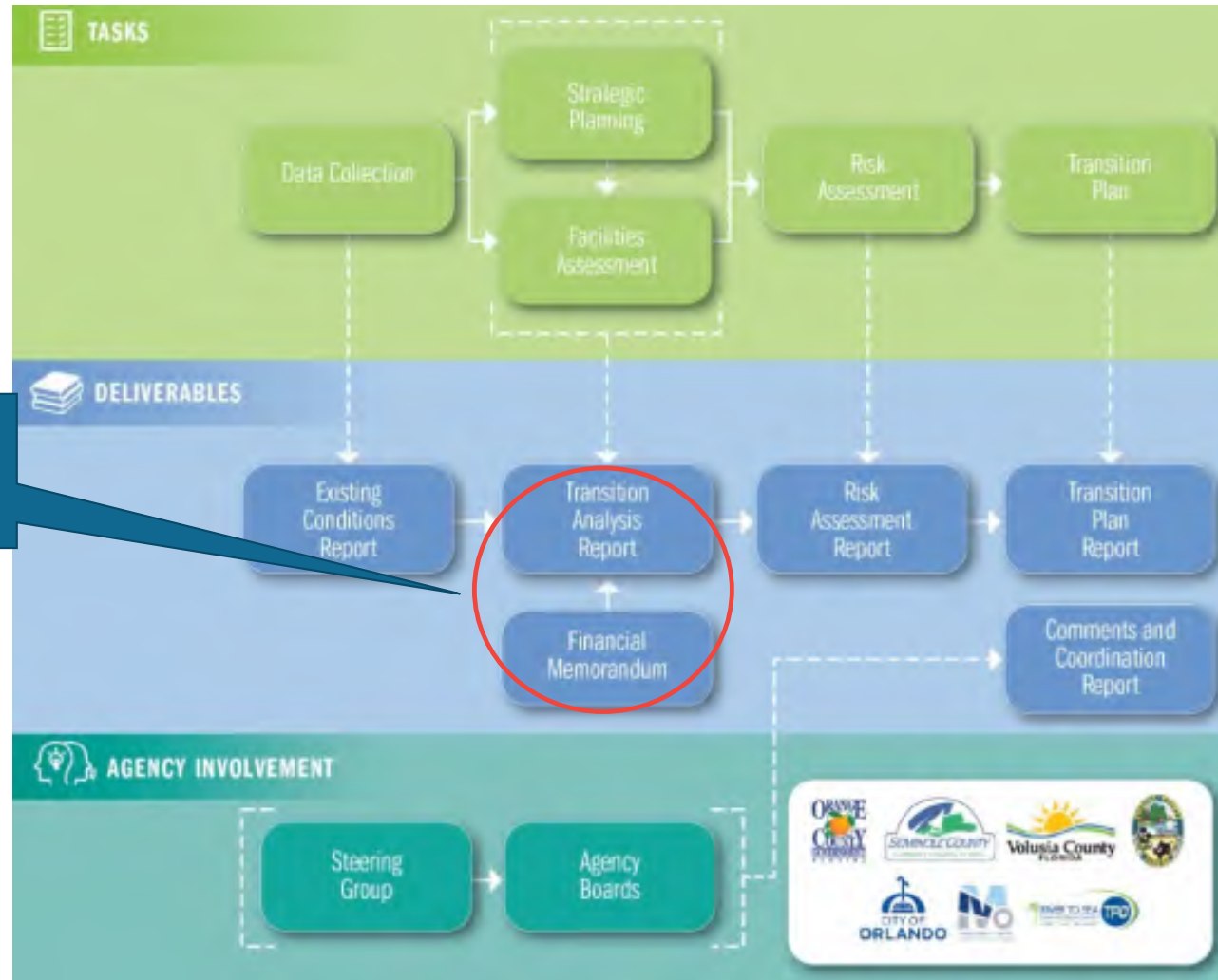


SCHEDULE UPDATE



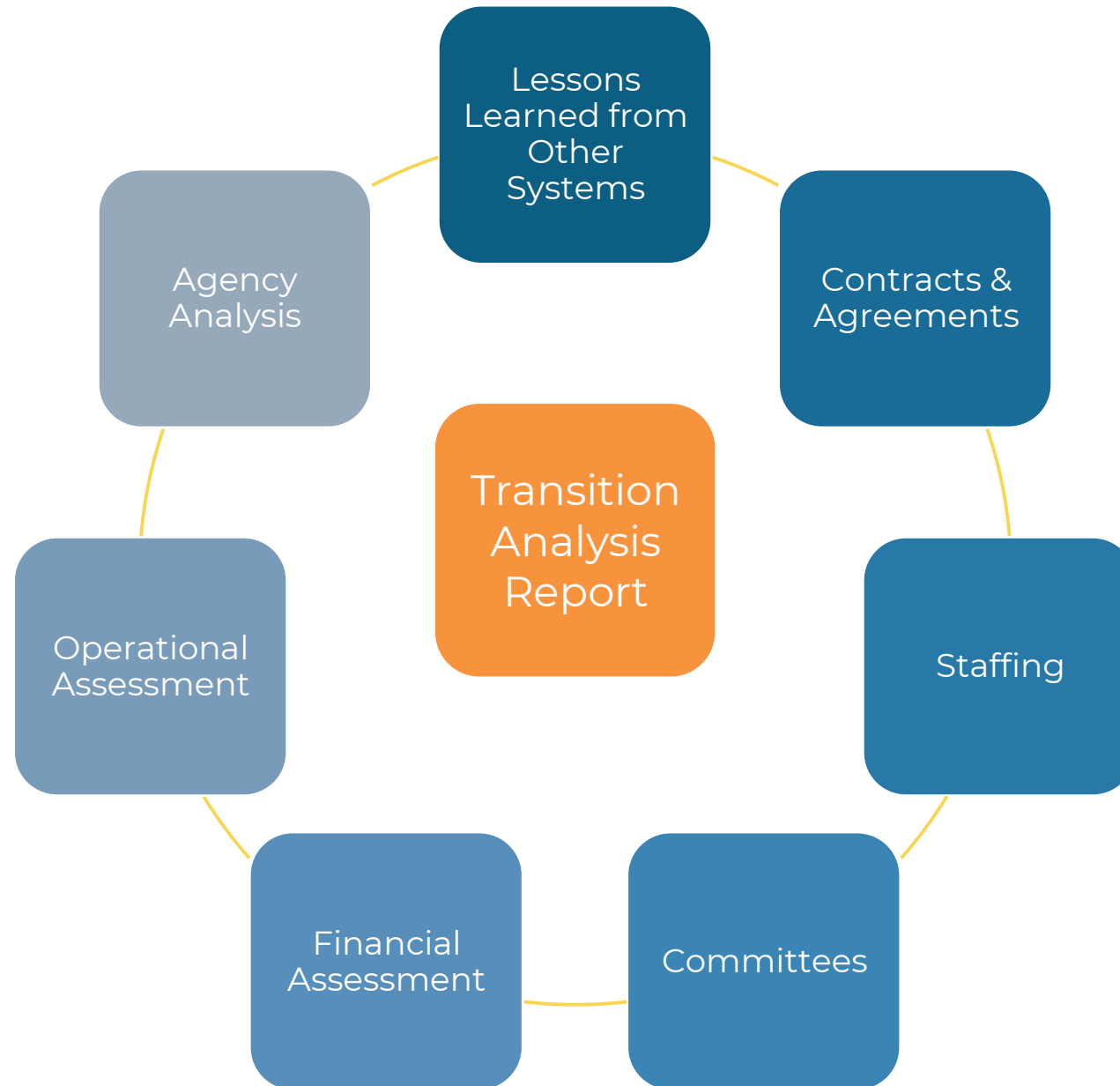
## Transition Study Process – Current Status

We are here





# Transition Analysis Framework





# How Operating Contracts Will Transition

## Operating Contracts Next Steps

- Green's Energy - Reprocure by June 30, 2024
- Wells Fargo – Reprocure by March 27, 2024
- Bombardier – Assume no later than May 4, 2024
- Gallagher - Assume no later than May 31, 2024
- Wabtec – Assume no later than May 30, 2024
- Herzog - Assume no later than June 30, 2024
- Bank of America – FDOT to extend; CFCRC to assume
- NIC – Explore assumption; reprocure by Oct 4, 2025
- AT&T – Assume; reprocure by July 14, 2025
- MidFlorida – Explore assumption; reprocure by July 31, 2024
- moovel – Assume
- CH2M Hill GEC – Assume new FDOT contracts
- CH2M Hill PMC- Do not assume (Expires Dec. 6, 2022)
- Verizon - Assume
- American Express – Assume; reprocure by March 3, 2026
- Amtrak – Assume no later than June 30, 2024, or seek FDOT's extension for up to 3 years





# Staffing/Committees Analysis

## STAFFING

- **Completed:** Review of existing staffing for Operations and Program Management.
- **Completed:** Initial meetings with candidate outside agencies to review potential interest.
- **Completed:** Refined and updated staffing profiles for three options—1 CFCRC (all internal), 2 CFCRC (operations contracted), 3 CFCRC contracts with other agency to operate.
- **Ongoing:** Completion of agency options and recommendations.

## COMMITTEES

- **Completed:** Identify and review role, membership, and operation of existing and suggested new SunRail committees.
- Committees are recommended to continue.
- If SunRail continues in a partnership with LYNX, board meetings are suggested to be held monthly in tandem starting 12 months before transition; a companion audit committee is recommended to be established for SunRail.





# Internal Committees and Standing Meetings

Committee	Purpose	Recommendation
Executive Safety and Security Committee	Address long-term and pop-up safety issues	Maintain
Configuration Control Advisory Committee	Compliance, LAP projects, D5 coordination	Maintain*
FTA Coordination	Compliance and issues related to grants, projects, PTC	Maintain
FRA Coordination	Compliance and issues related to safety, signals, maintenance of way, contractors	Maintain
Operations Staff Meeting	For SunRail staff to identify and discuss O&M issues and status for subsequent coordination with contractors	Maintain, increase frequency to monthly
PTC	Compliance and coordination with FRA	Maintain
Customer Service/Marketing	Addressing CS issues, increasing ridership	Maintain*
Small Group Budget Review	Budget status, grant opportunities, long-term needs	Maintain*

*\*May integrate/combine with LYNX in Governance Option 3*





# Required Coordination Committees

Committee	Purpose	Recommendation
Customer Advisory Committee (CAC)	Advises FDOT and CFCRC on all aspects of operations	Maintain
Technical Advisory Committee (TAC)	Provides technical assistance on various matters to the CFCRC and FDOT	Status to be Reviewed with TAC



# Potential New Committees

Committee	Purpose
SunRail Station Area Advisory Committee (Advisory to CFCRC)	<ul style="list-style-type: none"> <li>Evaluate and advise on capital and operations issues relating to SunRail stations/areas on function, safety, access, condition, amenities, etc.</li> <li>Determine a consistent approach to issues regardless of station location</li> </ul>
SunRail Oversight Committee (Advisory to CFCRC)	<ul style="list-style-type: none"> <li>Review and discuss various matters prior to the CFCRC taking official action</li> <li>Oversee the Finance and Audit Committee and the Risk Management Committee</li> </ul>
SunRail Finance and Audit Committee (Advisory to Oversight Committee)	<ul style="list-style-type: none"> <li>Discuss and recommend to the Oversight Committee and SunRail staff financial policies, goals, and budgets</li> <li>Oversee the annual audit</li> <li>Determine and make recommendations re whether the agency is in compliance</li> </ul>
SunRail Risk Management Committee (Advisory to Oversight Committee)	<ul style="list-style-type: none"> <li>Reviews and provides recommendations to the Oversight Committee on matters related to the agency's safety, insurance and risk management programs</li> </ul>





# Fare Systems

- Transition
  - New fare system will employ different fare media, requiring:
    - Detailed plan to replace existing SunCards
    - Transfer management of existing accounts to new system
    - Customer outreach program
  - Installation of new system will take time - old and new systems will be operational simultaneously for several weeks
    - Complex transition / deployment planning scheduled to begin next month
    - Pace of new system installation must be coordinated with new fare media distribution and usage
  - Independent third-party oversight essential:
    - Fare collection systems highly visible to the public
    - Transitioning SunRail to new operator while also transitioning to new fare system heightens public awareness, complexity, and risk
  - Project Schedule to be reviewed with FDOT





# Refined Governance Organizational Options

Option	Estimated Staff Positions
<b>Option 1</b> – CFCRC recruits comprehensive, in-house staff to provide all management, administration, and operating functions.	<b>222.5</b>
<b>Option 2</b> – CFCRC recruits in-house staff to provide management and administration functions while contracting out all operating services, similar to current FDOT organization.	<b>52.5</b> Approximately 15 could be further contracted out
<b>Option 3</b> – CFCRC recruits no staff and contracts all functions (management, administration, and operations) to another agency (LYNX) which may subcontract operating functions as indicated in Option 2.	<b>9</b> Additional positions to cover added workload in areas such as accounting and procurement as well as rail safety
CFCRC remains in place as governing body in all options	





# Potential Business Model Options

Option	Business Model Options Related to Each Governance Option
1	All positions are in-house except heavy maintenance/locomotive maintenance (Amtrak contract)
2	Bundled. Single contractor provides all operating functions other than heavy maintenance/locomotive maintenance contract which remains in place with Amtrak.
3	





# Potential Transition Timeline

Transition on  
6/30/2024

Option 1																									
Start of Fiscal Year Quarters	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	10/1/2024	1/1/2025	4/1/2025	7/1/2025	10/1/2025	1/1/2026	4/1/2026	7/1/2026	10/1/2026	1/1/2027	4/1/2027	7/1/2027	10/1/2027	1/1/2028	4/1/2028	7/1/2028	10/1/2028	1/1/2029	4/1/2029	
FDOT Fiscal Year	2024				2025				2026				2027				2028				2029				
CFCRC Fiscal Year	2023	2024			2025				2026				2027				2028				2029				
Existing Operating Contracts																									
GEC Contract (Rail Oversight)																									
Rail Operations SunRail Staff																									
Administrative SunRail Staff																									
Option 2																									
Start of Fiscal Year Quarters	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	10/1/2024	1/1/2025	4/1/2025	7/1/2025	10/1/2025	1/1/2026	4/1/2026	7/1/2026	10/1/2026	1/1/2027	4/1/2027	7/1/2027	10/1/2027	1/1/2028	4/1/2028	7/1/2028	10/1/2028	1/1/2029	4/1/2029	
FDOT Fiscal Year	2024				2025				2026				2027				2028				2029				
CFCRC Fiscal Year	2023	2024			2025				2026				2027				2028				2029				
Existing Operating Contracts																									
New Bundled Contracts																									
GEC Contract (Rail Oversight)																									
Rail Oversight SunRail Staff																									
Administrative SunRail Staff																									
Option 3																									
Start of Fiscal Year Quarters	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	10/1/2024	1/1/2025	4/1/2025	7/1/2025	10/1/2025	1/1/2026	4/1/2026	7/1/2026	10/1/2026	1/1/2027	4/1/2027	7/1/2027	10/1/2027	1/1/2028	4/1/2028	7/1/2028	10/1/2028	1/1/2029	4/1/2029	
FDOT Fiscal Year	2024				2025				2026				2027				2028				2029				
CFCRC Fiscal Year	2023	2024			2025				2026				2027				2028				2029				
Existing Operating Contracts																									
New Bundled Contracts																									
GEC Contract (Rail Oversight)																									
Administrative SunRail Staff																									



- Existing operating contracts include Herzog and Bombardier/Alstom.
- Three months overlap between GEC contract for rail operations staff in Option 1 and rail oversight staff in Option 2 (assumed for training).



# Governance Analysis – Ranking Options

GOVERNANCE ORGANIZATIONAL OPTION RANKINGS						
<b>SCORING</b>	3 points -- Option fully meets criteria.					
	2 points -- Option partially meets criteria.					
	1 point -- Option does not meet criteria.					
	0 points -- No difference among options.					
<b>WEIGHTED (Wtd) - Key criteria scores doubled</b>				<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>KEY CRITERIA</b>	Lowest annual operating cost			6	2	4
	Shortest time to transition to a new governance model			2	6	6
	Efficient execution of policy, decision-making			6	6	2
	FRA satisfaction with governance model			2	6	6
	Lowest level of risk/liability for the Commission			2	6	6
<b>OTHER CRITERIA</b>	Compliant with inter-local agreements; no changes required			0	0	0
	Ability to be Railroad Retirement-exempt			0	0	0
	Lowest cost and least effort for transition effort			1	2	2
	Facilitates exercise of management control			3	2	1
	Enhances SR image, reputation			3	3	1
	Shortest time to fully staff (sub-set of second key criteria)			1	2	3
	<b>TOTAL SCORE</b>			<b>17</b>	<b>22</b>	<b>19</b>
				<b>26</b>	<b>35</b>	<b>31</b>





# Financial Analysis

- Ongoing – Currently being reviewed with Steering Group
  - *Workshop on 3/29*
- Components
  - *Estimated operating costs – FY 2025 through FY 2029*
  - *Estimate revenues over same period*
    - *Fare revenue*
    - *Rail track usage*
    - *Advertising*
    - *Federal grants*
  - *Operating deficit*
  - *Local funding share*
- Assumption: extend contracts as long as possible to make transition more gradual / easier to manage
  - *Extension based on end of funding period (6/30/24)*
  - *Extension will also give future organization time to reprocure contracts and/or change the model to a bundled approach to save costs*





# Operational Analysis

- A review of the past 3 years of FRA inspection findings and/or violations have not shown any systemic maintenance, operations, or safety issues, and compare favorably with other peer commuter rail systems.
  - *Regional FRA safety inspector took no significant exception to SunRail's CFR regulatory compliance.*
  - *In the 2019 – September 2021 data provided, SunRail did not have a single on-duty employee reportable injury.*
- The Federal Railroad Administration (FRA) is confident in and comfortable with the SunRail operation and has indicated that a change in oversight by another agency would only require minimal updates to existing plans and documentation in-place if there are no changes to the existing contractors.





# Operational Analysis

- SunRail infrastructure is in a State of Good Repair (SGR)
  - *Field reviews and analysis of the current 5-Year Capital Plan (2021-2025) show that FDOT has funded and maintained the CFRC adequately, and any remaining SGR items are scheduled to be complete in first 2-3 years of the current 5-Year capital plan.*
- There are no existing Operational or Maintenance issues that would require any modifications to the current Operating Rules or Timetable
  - *There were no findings that would indicate that a change to the current Operating Rules or Timetable would be needed as part of the transition.*





# Schedule Update

- Transition Analysis
  - *Draft Financial Analysis Memo – March*
  - *Steering Group Workshop on Memo – March 29*
  - *Draft Transition Analysis Report – Early April*
  - *Steering Group Review of Report – Late April*
  - *Presentation to CFCRC Board – May 5*
- Transition Plan
  - *Draft Plan – June*
  - *Steering Group Review - July*
  - *Presentation to CFCRC Board and Committees – August*
  - *Agency Board Briefings – September/October*
  - *Final Plan - November*





# Thank you!

*wsp.com*







# COMMITTEE MEMBER COMMENTS

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# **NEXT MEETING:**

July 13, 2022

LYNX





# THANK YOU





# SUPPORTING CHARTS AND DATA

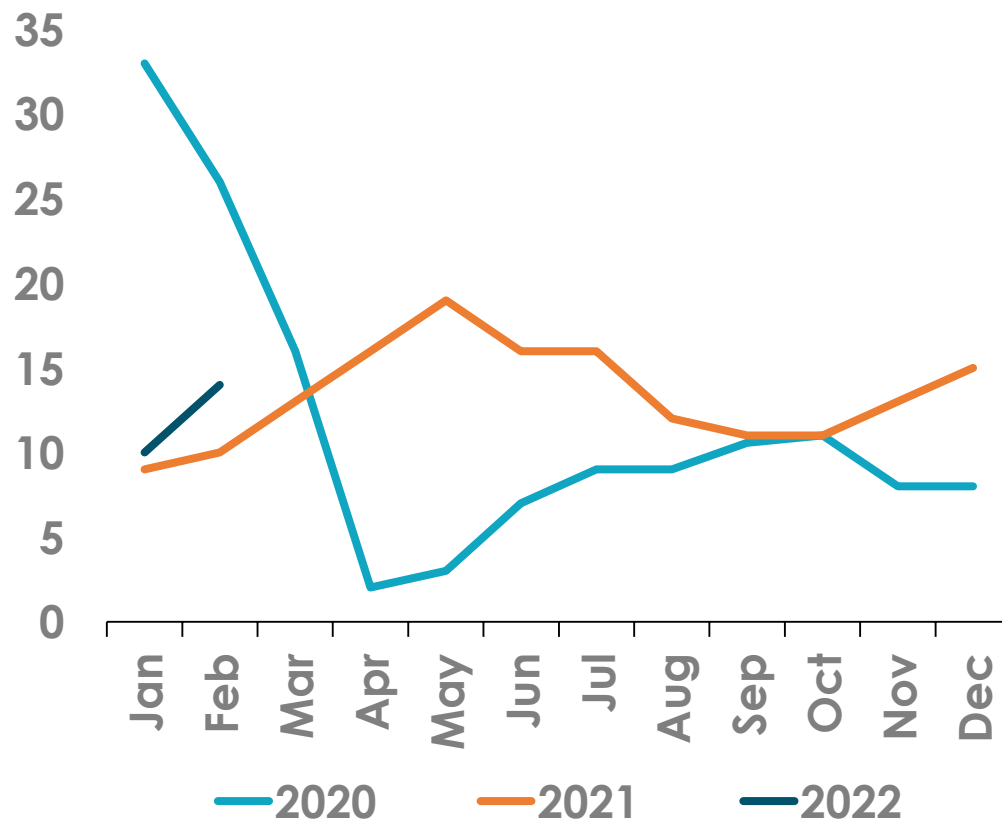






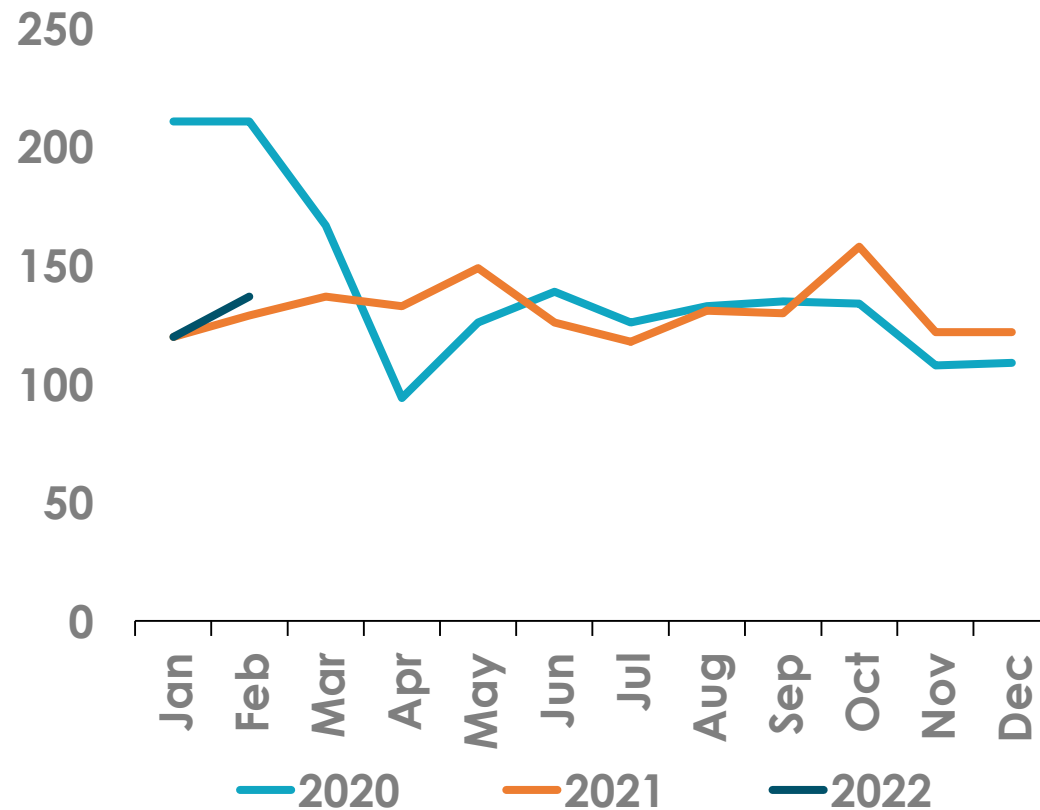
# ADA

Dec-Feb Average: 13



# BICYCLE

Dec-Feb Average: 126

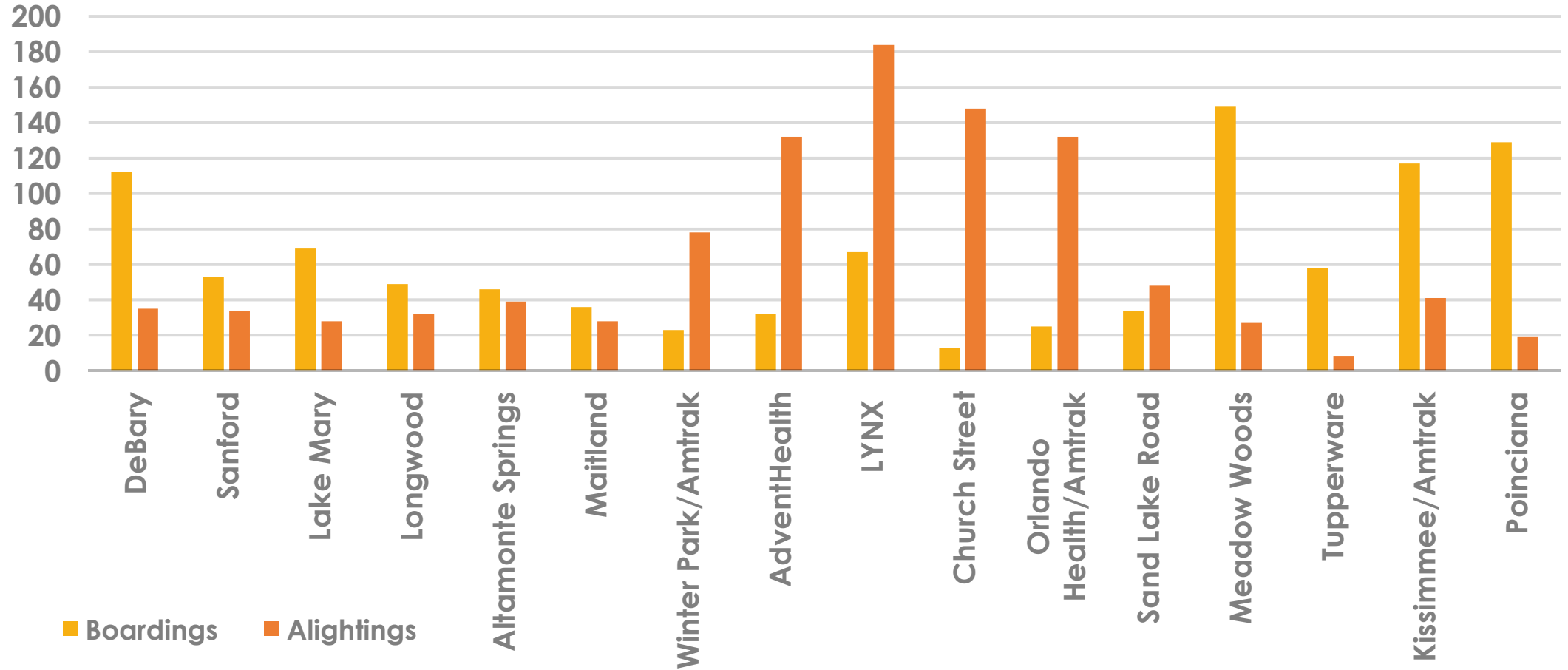




# BOARDINGS & ALIGHTINGS



## AM PEAK 5:45 AM – 8:45AM (NB from Poinciana) December 2021 – February 2022

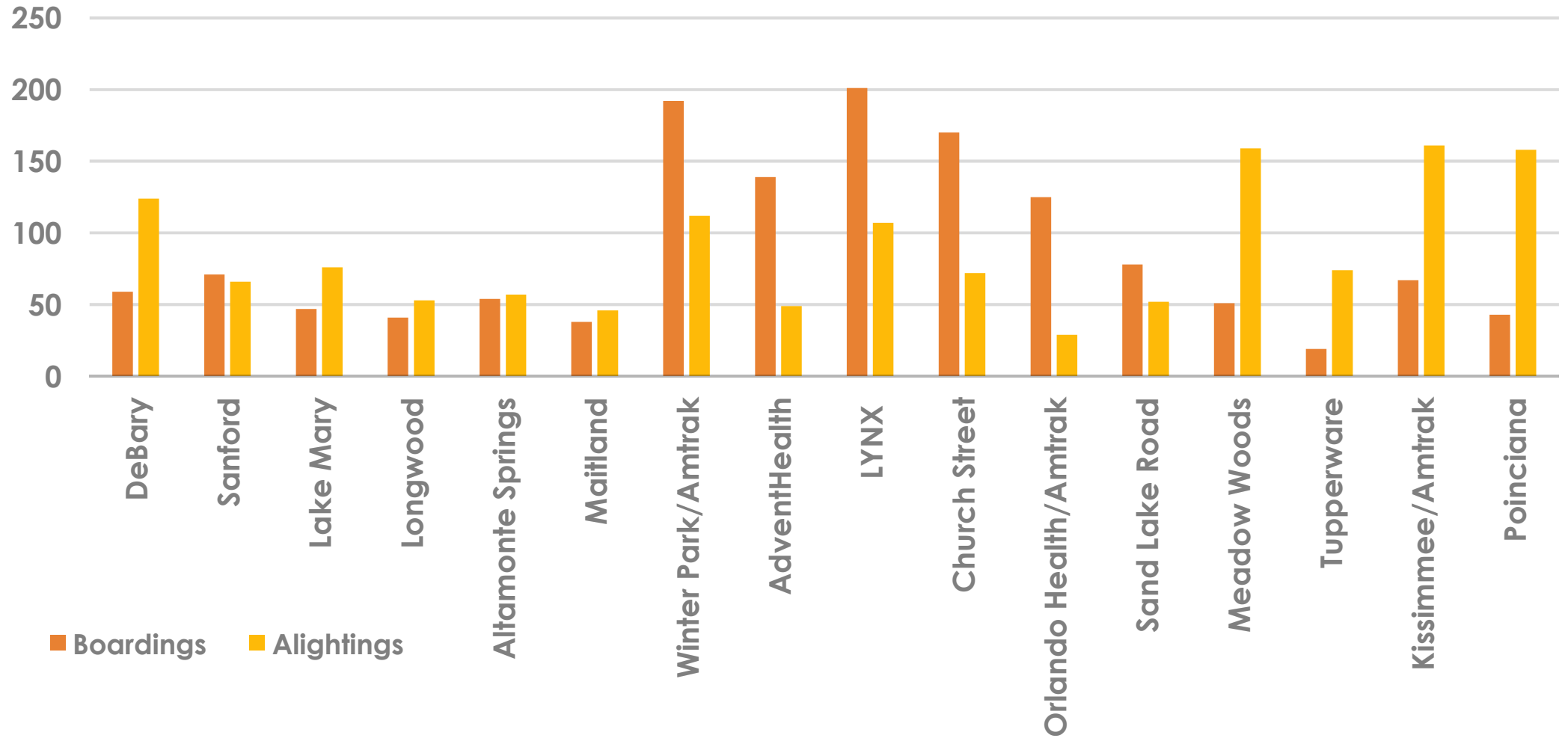




# BOARDINGS & ALIGHTINGS



**PM PEAK**  
**3:15 PM – 6:25 PM (NB from Poinciana)**  
**December 2021 – February 2022**

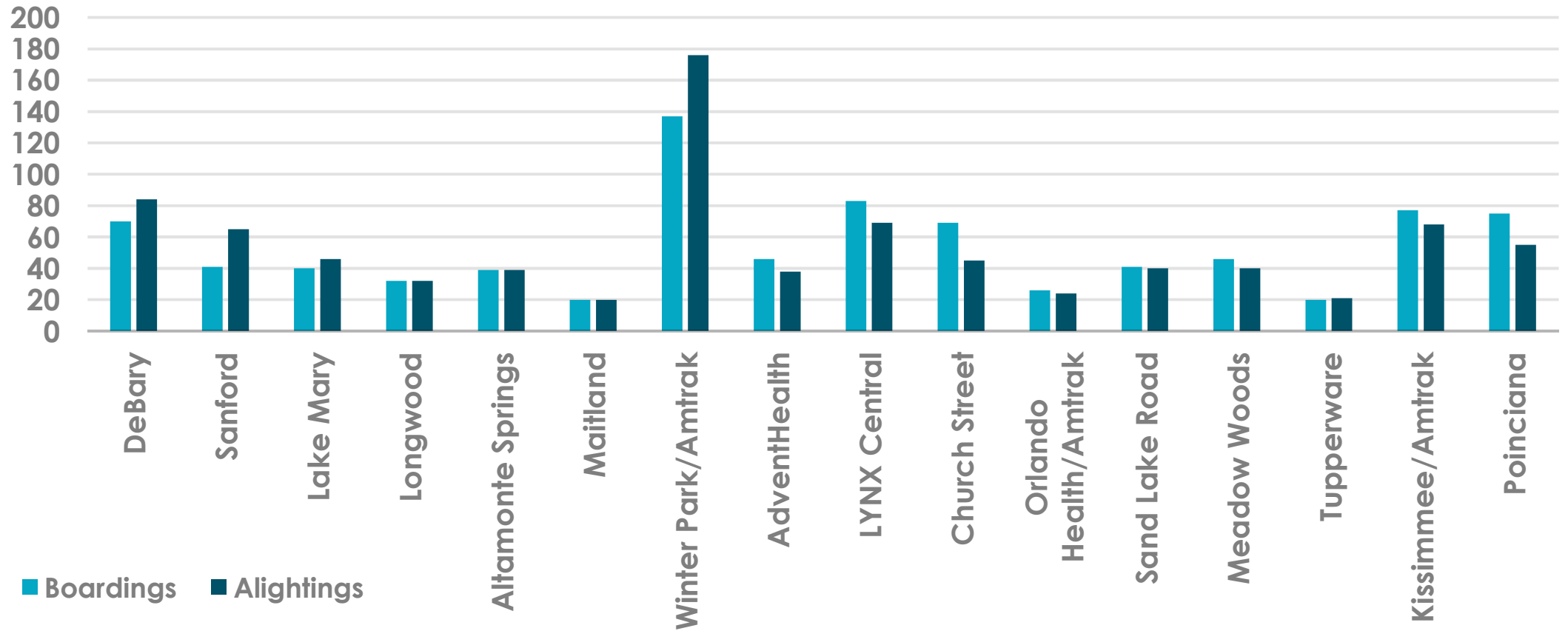




# BOARDINGS & ALIGHTINGS



**OFF PEAK**  
**10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)**  
**December 2021 – February 2022**

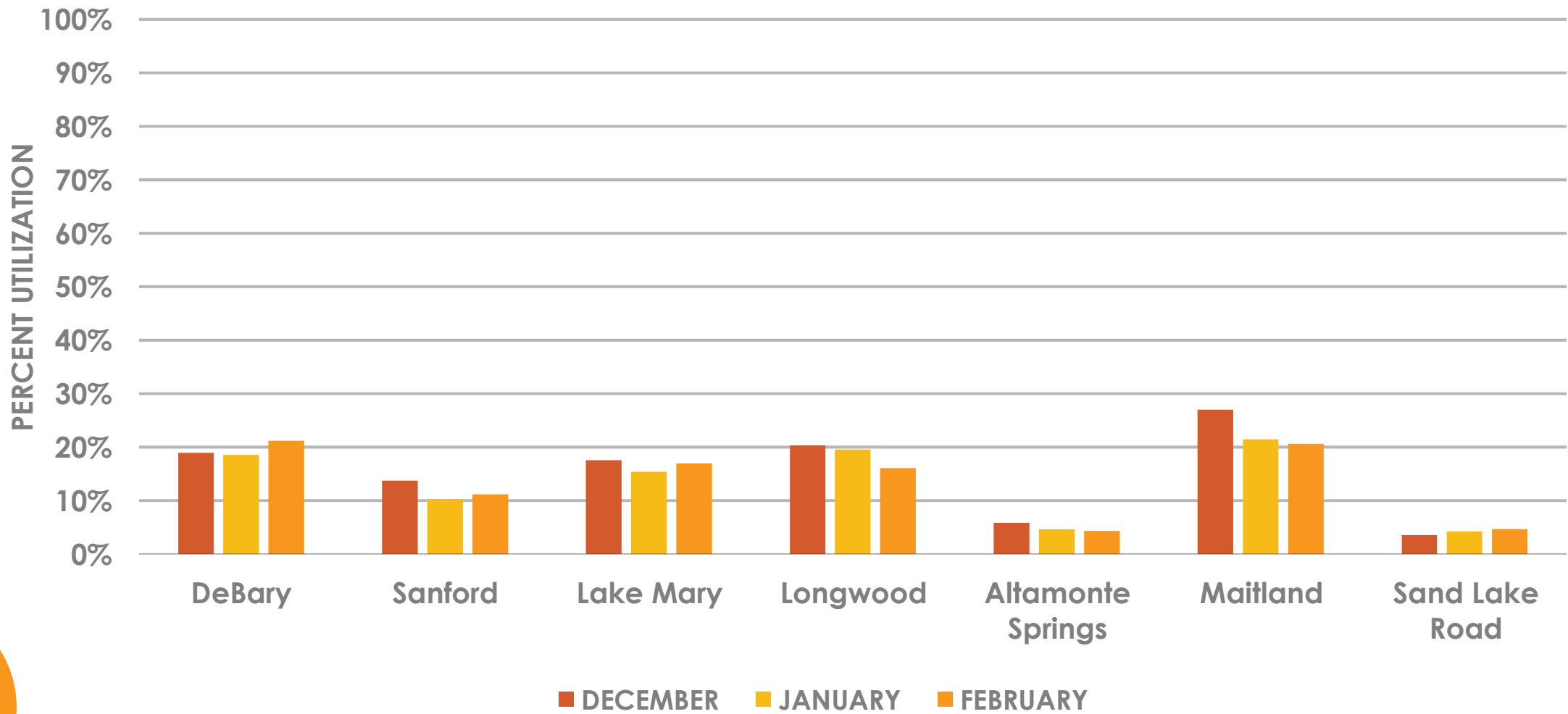




# IOS STATION PARKING



December 2021 – February 2022

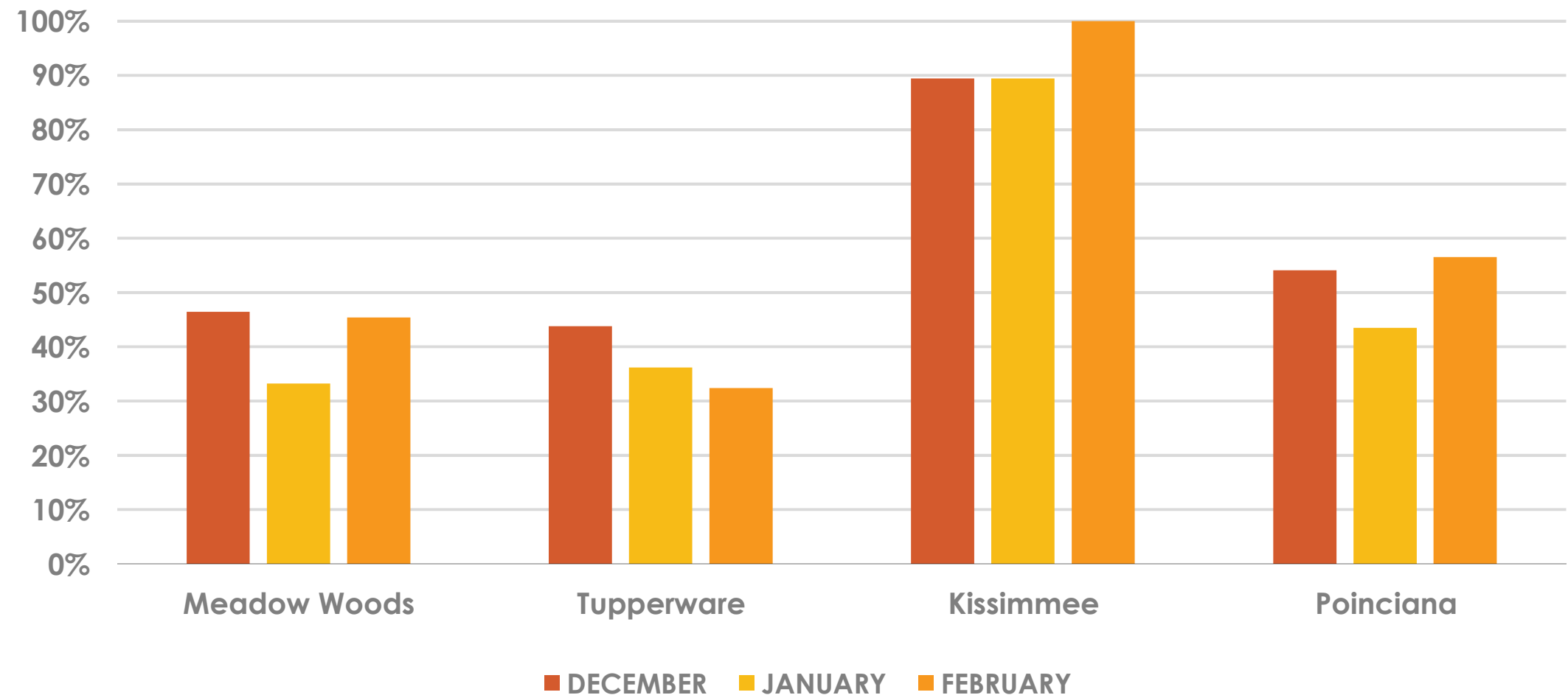




# SOUTHERN EXPANSION STATION PARKING



December 2021 – February 2022

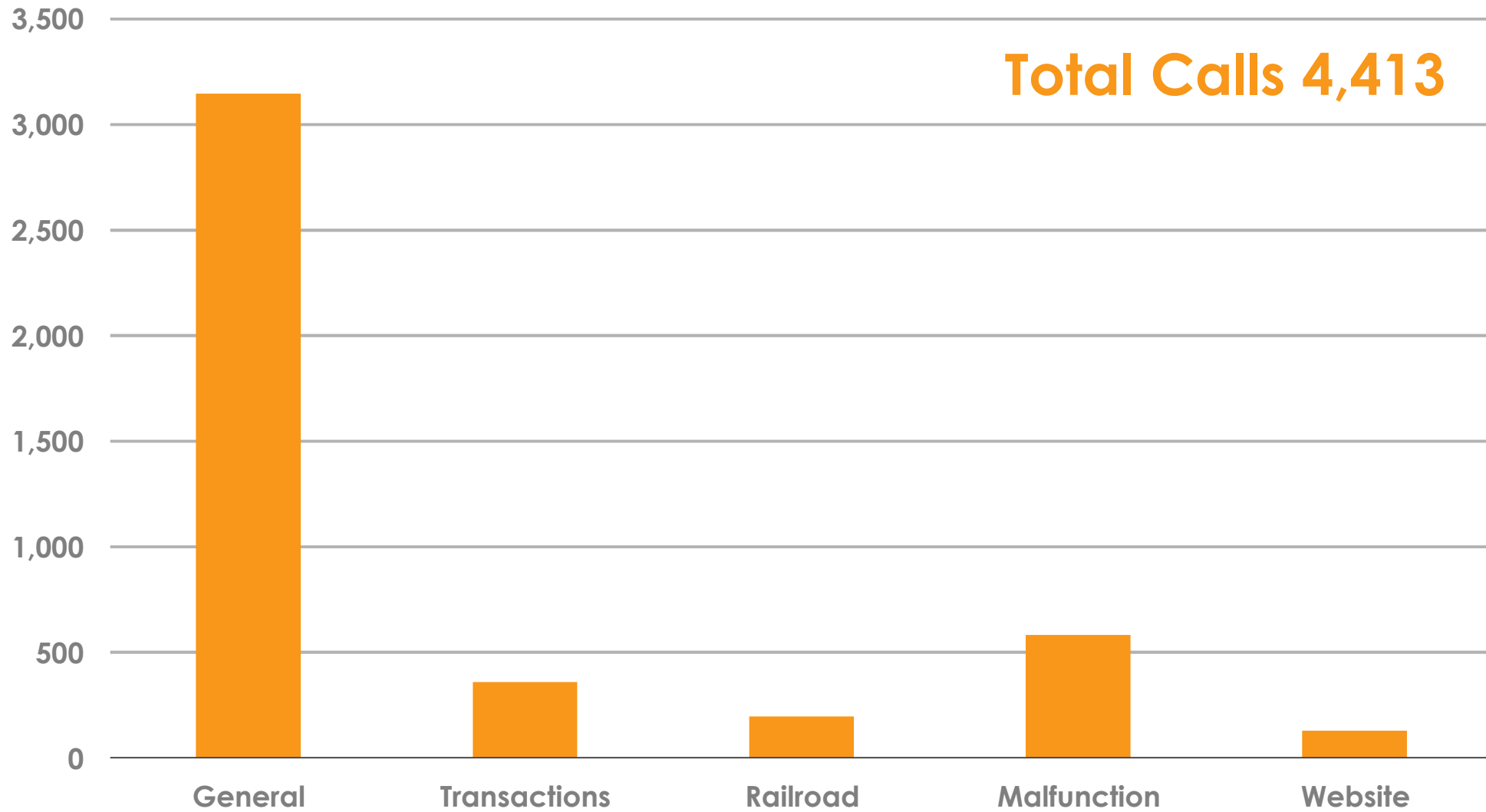




# CUSTOMER SERVICE CALLS

December 2021 – February 2022

Total Calls 4,413







# TRAIN PERFORMANCE DETAIL

December 2021 – February 2022

Train Performance Overview		Trains	Percentage
On-Time		2,467	96.4%
Late		84	3.3%
Annulled		9	0.4%
Total Trains Operated		2,560	100.0%
Performance Detail	Days	Trains	Percentage
CFRC Rule Compliance	1	4	0.2%
Mechanical	12	18	0.7%
Other	10	13	0.5%
Passengers	7	7	0.3%
Police Activity	15	40	1.6%
Signals & Components	4	5	0.2%
Train Interference	3	3	0.1%
Total (Rounded)		93	3.6%

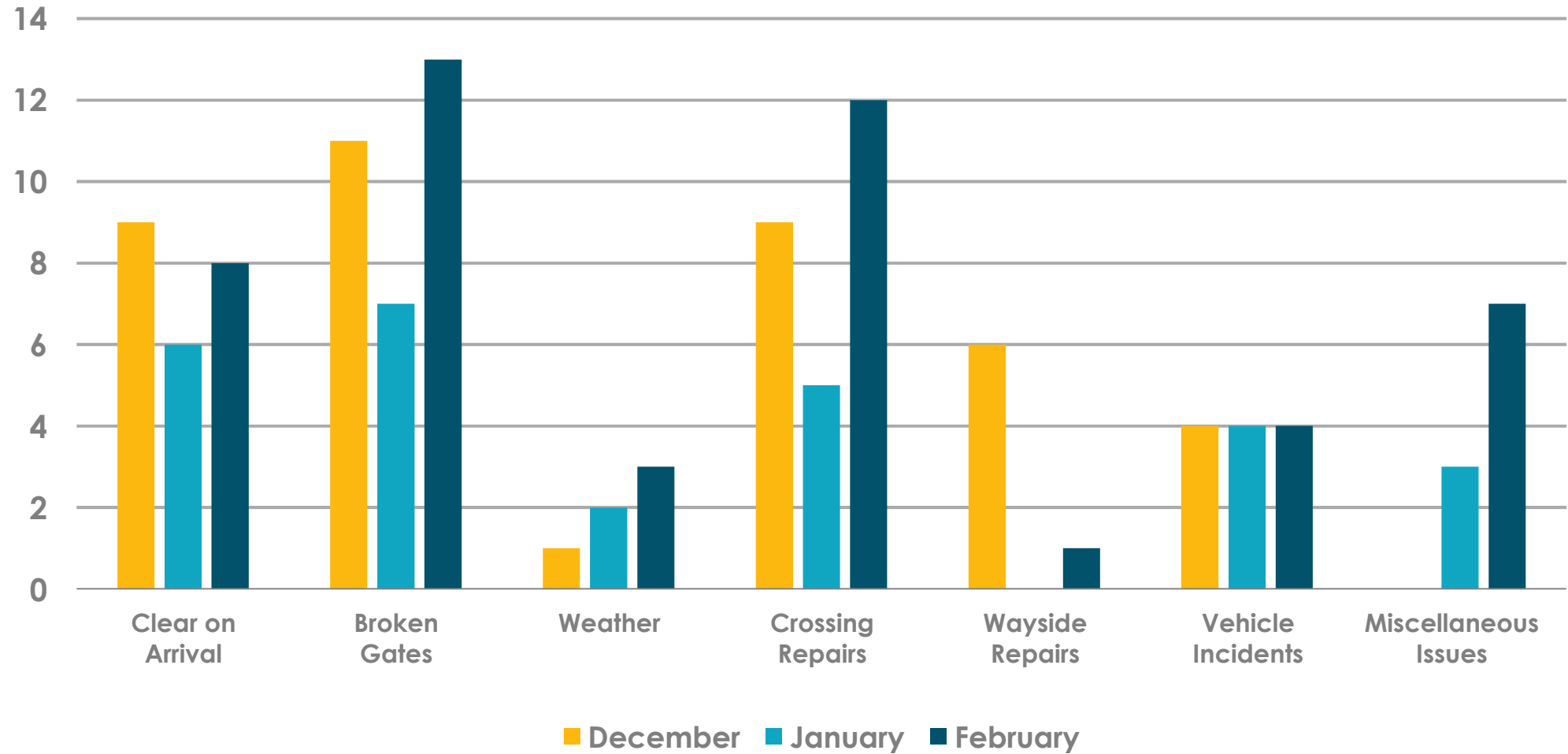
Note: Only categories with a value greater than zero are displayed and rounded to one decimal.







## DECEMBER 2021 – FEBRUARY 2021





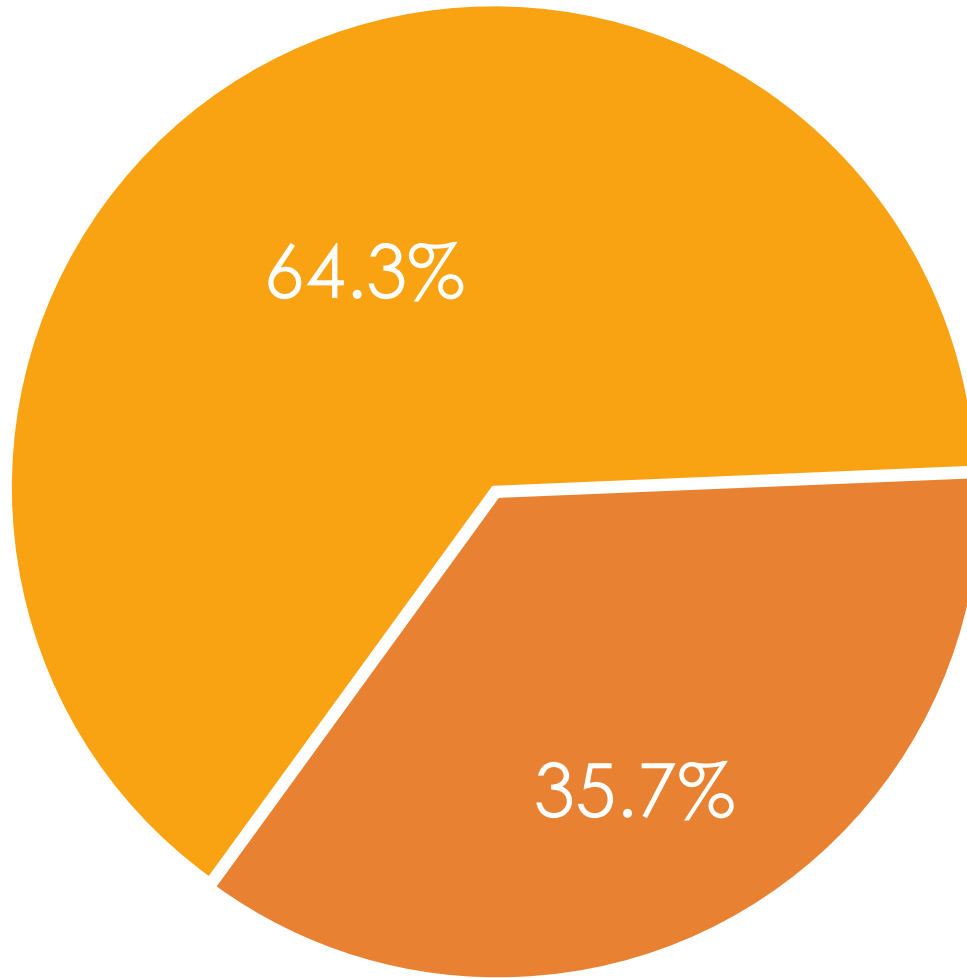


# QUIET ZONES

Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established – Working with Orange County for Funding New Crossings
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established
Seminole County	Notice of Establishment – Planning to Send in March
City of Orlando	Quiet Zone Established January 31, 2022
City of Kissimmee	Quiet Zone Established







■ Maintenance ■ Improvements

## ■ Maintenance

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

## ■ Improvements

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







## ONGOING OUTREACH

As part of the ongoing strategy for SunRail public safety outreach, SunRail connects to the community through a variety of efforts including but not limited to: direct outreach to residents and businesses near tracks, presentations in schools, community centers, at SunRail stations and onboard trains, direct mail, community events, coordination with law enforcement agencies and first responders, featured media buys in high-visibility areas, inclusion of safety messaging in business development and marketing programs, social media content, training with public and school transportation groups, and coordination with FRA, TSA, and Operation Lifesaver.

A strong emphasis has been placed on leveraging digital communications to connect with the community and regional partners, assuring that rail safety continues to have a strong presence along the corridor.

## SAFETY OUTREACH INITIATIVES

### **Operation Lifesaver, Inc. Safety Grant Underway**

The "Safety is For Everyone" campaign is being funded by this grant and will create specialized safety presentations for the visually impaired, hearing impaired, and people with cognitive disabilities.

### **Cypress High School Outreach**

Safety flyer is being created to send out to students and faculty about being safe around the Fairway Woods grade crossing near the Meadow Woods Station to ensure safer driving and pedestrian habits of daily before and after school travels for themselves and others.

### **Quiet Zones**

City of Orlando Quiet Zones went active on January 31, 2022. The marketing team created an Informational flyer which was sent out to schools, businesses, and municipalities in the area. The map on the Quiet Zones page on SunRail.com was updated to reflect new quiet zone areas. The page delivers helpful information about the safety features at Quiet Zone crossings as well as a map of their locations along the Central Florida Rail Corridor.

### **Online Outreach**

Robust safety messaging is strategically distributed through SunRail's social media channels, reaching more than 40,000 followers weekly. Safety messaging includes the promotion of safe behavior around railroad tracks and the latest procedural cleaning updates. Safety content includes trespassing prevention, promotion of reporting unusual activity, community support, escape lanes and dynamic envelope education, and other focus areas.

### **Operation STRIDE Updates**

Operation STRIDE messaging continues to be an integral component of safety outreach. For the latest statistics, visit <https://sunrail.com/operation-stride/>.

## GROUP RIDES

There have been seven group rides from multiple schools and organizations, totaling 400+ people. All groups received a safety presentation and train trivia. SunRail's group travel pass makes traveling in groups of 20 or more hassle free. All group ride participants receive safety messaging, and a tour guide is available upon request.





## SOCIAL MEDIA

The SunRail social media team gain new followers each week across Facebook, Twitter, and Instagram with relevant and timely content.

Summary of followers:

Facebook – 17,201

Twitter – 17,534

Instagram – 5,957

Total social media followers – 40,692

## SUNRAIL APP DOWNLOADS

40,600 people have downloaded the SunRail app and the number continues to climb every day.

## PROMOTIONS HELP TO REBUILD RIDERSHIP

### December Promotions Result in Highest Ridership Numbers in 2021

This holiday season, SunRail invited the community to Ride Like a Reindeer aboard specially decorated trains! Throughout December, trains were adorned with red noses and antlers to encourage the community to choose the train and ride in style.

### Martin Luther King, Jr. Day Service Results in Strong Ridership Numbers

On January 17, Martin Luther King, Jr. Day, SunRail operated regular service for the first time. Opening on a holiday proved successful based on ridership numbers on par with the average daily ridership in January.

- Website communication & social media mastheads
- Interstate 4 outdoor digital billboards: Wednesday 1/12 – Monday 1/17
- Social media posts
- Eblast to SunRail riders

### School is Out – and Spirit Is In!

On Monday, February 21 SunRail invited students throughout Central Florida to show their school pride during the Presidents' Day school holiday. Students and faculty wearing their school merchandise were able to ride SunRail at no cost. The campaign resulted in one of the highest ridership numbers this year of 4,516, a 42% increase over SunRail's average daily riders.

## COMMUNITY OUTREACH AND ADVERTISING

SunRail participated in the Orange County Mayor's Transportation Open Houses located in each voting district. A mobile display highlighted the northern expansion plans and SunRail merchandise was given out to open house attendees.

## CONNECTIVITY IS KEY

The Business Development Team actively seeks opportunities to improve last-mile connectivity, making access to SunRail stations easier for the community. A plan was recently presented to Orlando Health and discussions with leadership continue to evolve as we look for new opportunities to increase ridership.

## ADVERTISING WITH SUNRAIL

Orlando Health recently renewed its two-year advertising contract. Discussions with Orlando International Airport and the Special Olympics for a train wrap are underway, generating more income for the system.





## ORLANDO MAGIC PARTNERSHIP FOR EXTENDED EVENING SERVICE

The Marketing and Business Development Team successfully executed a partnership with the Orlando Magic to fund extended service for all weekday home Magic games in the remaining 2021/2022 season as well as the 2022/2023 season. This partnership also provides free SunRail transportation for all Magic ticket holders for these games.

## ORLANDO CITY SOCCER PARTNERSHIP FOR EXTENDED EVENING SERVICE

Following SunRail's partnership with Orlando City Soccer that delivered extended service for the 2021 season, the Marketing and Business Development Team is working to finalize an expanded program for the 2022 season.

## LEISURE RIDERSHIP GROWTH

As part of SunRail's larger effort to increase ridership by 25% in 2022, the Business Development team is focusing on expanding leisure ridership opportunities. Work includes: Going back to groups that previously did large leisure trips with the goal of replicating that program in 2022, identifying and conducting outreach to new groups and organizations to develop new group rides, and promotion of service around major events with an expected increase in events near stations in 2022.

## COMMUTING TRENDS & OUTREACH STRATEGIES

With the traditional commuting environment remaining in an altered state because of the Covid-19 pandemic, the SunRail Business Development team continues working to identify new potential "buckets" of riders and encourage those individuals and groups to utilize SunRail. This work includes: Ongoing outreach and partnerships with Downtown Orlando employers, working with commercial real estate professionals to educate new tenants about SunRail, targeting shared workspaces, and developing partnerships with TOD centers.

## SUNRAIL/ORLANDO HEALTH STATION STOP RIDERSHIP EFFORT

Plans continue to develop for comprehensive program to increase SunRail ridership and awareness at Orlando Health's organization's main campus.

## COVID-19 SUNRAIL SAFETY CAMPAIGN AMPLIFICATION WITH STAKEHOLDERS

The Marketing and Business Development Team continued to work with partners and stakeholders to provide information and give them tools to promote the SunRail Safety Campaign to the public.





# TOD METRICS SUMMARY SCORECARD

MARCH 2022

## OVERVIEW

- It is estimated that SunRail has contributed a cumulative \$2.4 billion in property value growth across the original phase one, 12-station area
- The cumulative tax revenue of all twelve stations increased by \$18 million across the original phase one, 12-station area
- Analysis of property growth for the four, Southern Expansion stations, which opened in July 2018, has not been factored to date (1)

## SNAPSHOT OF KNOWN TOD PROJECTS BY COUNTY

### VOLUSIA COUNTY

#### DeBary Station

- Integra 289 Exchange luxury apartments, opened 2020, ½ mile from station

### SEMINOLE COUNTY

#### Sanford Station

- Construction began in August on "The Henry," a \$60 million dollar, 300-unit apartment complex adjacent to the Sanford station stop. (2)

#### Lake Mary Station

- Station House Apartments, opened in 2015, and are adjacent to the station

#### Longwood Station

- Weston Park Apartments opened in 2016, and are adjacent to the station

### ORANGE COUNTY

#### Maitland Station

- The Parker at Maitland North, formerly "Maitland Station" opened in 2017 and is adjacent to the station
- Uptown Maitland Senior Apartments opened in 2016
- 400 North Apartments opened in 2019

#### Church Street Station

- In 2020, class 1 space opened on the corner of South Street and S. Garland Avenue and is the new home of SunTrust Bank
- In September, Dallas-based Lincoln Property Co. revealed plans to kick off construction on a 35-story, mixed-use project by late fourth-quarter 2021 on the property formerly known as the Church Street Ballroom. The new project will feature 200,000 square feet of office space, 230 residential units and 4,000 square feet of retail space. (3)

#### LYNX Central Station

- Central Station, a mixed-use building, opened in 2015 and is adjacent to the station
- In August, plans were announced for "Society Orlando," a 26-story mixed-use multifamily and retail development in Orlando, Florida. The \$120 million dollar complex, which will sit next to the LYNX Central Station SunRail stop, features 462 residential units in its first phase. Society Orlando is currently under construction and anticipated to open in 2023. (4)

### Meadow Woods Station

- In June, Altamonte Springs-based LeCesse Development Corp. sought approvals to build 280 apartments at South Orange Avenue and West Wetherbee Road on 14.5 acres near the Meadow Woods SunRail station. The \$54 million dollar project is slated to break ground in 2022. (2)

### OSCEOLA COUNTY

#### Tupperware Station

- The Tupperware Corporation has a master development plan, which includes:
  - An Orlando Health ER facility across the street from the station completed in 2018. Six additional acres of expansion of this medical complex are in the early stages of development.
  - The 352-unit San Mateo Crossings multi-family residential rental project began leasing in 2019
  - A new Marriott dual-brand hotel is in early phases of development
  - A 3-acre retail parcel, next to San Mateo, will include a 7-11 is in early phases of development
  - Parkway Crossings - a 384-unit luxury rental multi-family project is in the early phases of development (5)

#### Kissimmee Station

- Weston 400, a residential development is slated to begin construction in 2020
- Another development is in the planning phase, and will back up to the SunRail parking garage on the west side of Drury Avenue (6)

#### Poinciana Station

- In January 2020, Osceola County purchased 82 acres of land adjacent to the Poinciana SunRail station, and intends to create a master plan to include affordable housing and mixed-use property

Sources: (1) Assessing the Impacts of SunRail Stations and Property Values and Development, Phase 2 Value Analysis, prepared by Florida State University for The Florida Department of Transportation, Freight Logistics and Passenger Operations, Transit Office, February 2020. (2) Orlando Business Journal (3) Growth Spotter (4) Business Wire (5) Tupperware Corporation (6) The City of Kissimmee





## SHUTTLES AND/OR VANPOOLS RUNNING TO VARIOUS SUNRAIL STATIONS

### FROM THE SANFORD STATION

- One Community Redevelopment Agency (CRA) funded trolley transports SunRail passengers starting at noon, Monday-Friday.

### FROM THE MAITLAND STATION

- AdventHealth Maitland funding and running an employee shuttle.

### FROM THE ORLANDO HEALTH/AMTRAK STATION

- Orlando Health funding and running an employee shuttle with 22 stops throughout their downtown campus.

### FROM THE SAND LAKE ROAD STATION

- Lockheed Martin is still operational.
- One employee-funded vanpool for Lockheed Martin employees.

### FROM THE KISSIMMEE/AMTRAK STATION

- Two City of Kissimmee-funded shuttles transport SunRail passengers to major employers and other destinations throughout Historic Downtown Kissimmee. The shuttles meet all SunRail trains.





# ADVERTISING REVENUE SCORECARD

MARCH 2022

## 2022 MEDIA KIT: AVAILABLE NOW

The current Media Kit is being distributed through the ad sales team and is available upon request by emailing [ads@SunRail.com](mailto:ads@SunRail.com) or online <http://corporate.sunrail.com/doing-business-with-sunrail/advertising/>

## ON BOARD ADVERTISING: 1 POSITION AVAILABLE NOW

All are sold as one-year contracts.

Total Placements Available:	12
Placement Fee:	\$7,600 plus production per year

## SUNRAIL.COM ONLINE & MOBILE ADVERTISING: AVAILABLE NOW

Total Placements Available:	78
Placement Fee Range:	\$350 - \$5,000

## STATION KIOSK ADVERTISING: AVAILABLE NOW AT MOST STATIONS LAKE MARY STATION IS SOLD OUT

All contracts are sold on an annual basis.

Partners may purchase multiple or individual stations.

Total Placements Available:	66
Placement Fee:	\$3,300 per placement

## COACH SPONSORSHIPS: AVAILABLE NOW

All contracts are sold as one-year, with a 2-year maximum.

Total Placements Available:	9
Placement Fee:	\$60,000

## TRAVEL GUIDE ADVERTISING: SUSPENDED DUE TO COVID-19