

Attendees: Tawny Olore, Mayor Dyer, Mayor Demings, Councilman Brower, Commissioner Janer, Commissioner Dallari, Secretary John Taylor, Brad Thorburn, Charles M. Heffinger, Nadia Hernandez, Mike Carman, Christine Kefauver, John Sprouls, Cory Hill, Maria Triscari, Michelle Kendall, Michael DePallo, Dan Mazza, Alan Danaher, and Ron Hartman.

Minutes

Meeting called to order by Mayor Buddy Dyer at 11:00 A.M.	
Agenda Item:	Presenter: Mayor Buddy Dyer
<ul style="list-style-type: none"> • Transition of SunRail • Expanded SunRail service and opportunity for infrastructure funding 	
Transition Plan Update:	Presenter: Tawny Olore
<ul style="list-style-type: none"> • Team Introduction <ul style="list-style-type: none"> ○ Ms. Olore first introduced Mike DePallo, who introduced the WSP team: Alan Danaher, Ron Hartman, Simon Mosbah, Michelle Kendall. • Financial Analysis Update <ul style="list-style-type: none"> ○ The consultant is currently in analysis phase. The report includes a financial memorandum. ○ The next step is deciding how SunRail wants to be governed, transitioning from FDOT to CFCRC, which will determine and impact implementation plan and schedule. ○ Ms. Olore proceeded to review the three options, ranging from much to very little recruitment of new staff by CFCRC. ○ An overview of the four types of cost allocations (per agreements) was then given: <ul style="list-style-type: none"> ▪ Insurance—maintain liability insurance with a deductible or self-insured amount <ul style="list-style-type: none"> ➢ Costs include insurance broker and self-retention fund ➢ FDOT carries: \$10M self-retention fund and \$322M liability insurance to comply with Federal cap ➢ Insurance costs allocated by percentage share of local operating support ▪ Local Operating Support—Local Funding Partners responsible for share of system operating costs. <ul style="list-style-type: none"> ➢ Allocation based on shares of “embarking and disembarking” from previous year ➢ Averaged for each jurisdiction ➢ Farebox Revenue credited to each Local Funding Partner ➢ Local Operating Share Allocation example was presented based on CY 2019 ▪ Capital Plan Funding—LFP responsible for share of capital projects for the system <ul style="list-style-type: none"> ➢ Five-year capital plan includes station upgrades, infrastructure upgrades, vehicle overhauls, etc. ➢ Allocated based on track miles in each jurisdiction ▪ Station Maintenance Costs—maintenance and housekeeping costs <ul style="list-style-type: none"> ➢ These are already in budget and already being paid for and is per the Joint Use Agreements. This takes care of the housekeeping, utilities, and keeps the stations clean. ○ After going through the four types of cost allocations, Ms. Olore presented a slide and briefly went over the CFCRC 2021 Revenue, (though it did not include every revenue stream as FDOT is still clarifying them and will update). ○ A total cost comparison between the three governance options was presented, from FY24 to FY29, and the preliminary Local Funding Partners allocations for each option for the same fiscal years. The ranges given are a 10 percent spread. ○ The two items not included in the results are: <ul style="list-style-type: none"> ▪ \$22.1M to be provided by FDOT in FY23 for Capital Rolling Stock Maintenance and 	

Rehabilitation

- \$10M costs per year for maintenance of Positive Train Control (PTC)
- Finally, Ms. Olore shared the next steps for 2022, including finalizing both the Financial Analysis and Transition Analysis Reports, the CFCRCs adoption of Governance Structure, and the development and adoption of the Transition Plan.
- The meeting was then opened to discussion and questions.
- Commissioner Janer asked about the significant jump in costs from FY26 to FY27 for Governance option 1.
 - Simon Mosbah responded by explaining that because all the functions are internalized with option 1, including maintenance of the rail system, you must acquire expensive HiRail and OSHA track maintenance equipment, which is currently not owned by FDOT, but owned by contractors. It is a significant investment. The assumption is we would take advantage of the existing operating contracts until FY27 to smooth the transition, and then start to own operations when new governance is in place.
- Commissioner Dallari asked about the insurance coverage, whether it addressed PTC.
 - The Transition Consultant answered by explaining that the insurance was set up before PTC became a federal mandate and that there is a cap on the liability (suits and claims), which is \$322.8M. Changing it would probably require some federal attention.
- The Transition Consultant brought up the governance board and the bucket of the bonding capability (what it is). He communicated his desire to finalize the report and better understand it, along with the feeder bus, so that there's no double payment. Also, he wants to understand the costs involved with ticketing and where the trip began. He wants to check on the additional freight that is being run on these 61 miles instead of the S-line to ensure there is appropriate compensation being received. Finally, the timeline of adopting a governance structure by August seems too aggressive, he stated.
- The Transition Consultant asked about the cost difference of FY24 and FY25 (slide 13).
 - Ms. Olore explained what the slide shows, that FY24 is just the fourth quarter, assuming the transition is on schedule.
- Mayor Dyer asked when a next meeting/workshop date is most beneficial, and July was mentioned as an appropriate time.
- Commissioner Janer asked for clarification about FDOT contracts being taken over by the Local Funding Partners, and Ms. Olore confirmed that, though there is much legal work for that to happen.

SunRail Expansion Workshop:

Presenter: Mayor Buddy Dyer

- Mayor Dyer called the workshop back to order.
- Mayor Dyer started out the second half of the workshop reminding everyone how difficult this project is and followed that up with a brief history of how SunRail came to be, including how Brightline's fruition has furthered discussions on SunRail's increased frequency.
- Brightline had brought forth an unsolicited proposal/initiative to go from OIA to Tampa. In February 2021, CFCRC and the Expressway Authority Board voted to support that initiative.
- He then explained the different routes and previous meetings about that. The 528/I-4 route was decided on. The vision is called the Sunshine Corridor, running from OIA to Ybor City in Tampa.
- Brightline's Senior VP of Corporate Development, Christine Kefauver was called on to speak next. Ms. Kefauver reaffirmed Brightline's commitment to the Sunshine Corridor as established at the previous SunRail Commission Meeting. Brightline is happy to be part of a larger coalition to implement Intercity Passenger Rail and the Sunshine Corridor.
- John Sproles was introduced next, but he cannot be heard.
- Maria Triscari, Orlando's Right Rail Coalition, shared various numbers related to the I-4 Corridor, such as restaurants, hotels, and employees. As president of the Chamber for over 30 years, there has been a plan for mass transit from OIA to I-Drive the entire time. "This is the time to make it happen." The Right Rail Coalition is so confident of this need that they are guaranteeing \$13M in annual ticket sales for the Sunshine Corridor through the public entity.
- Corey Hill, with Kimley-Horn, was invited to speak next about the bi-partisan infrastructure bill. Embedded in the bill is 5-year Surface Transportation Reauthorization. What's unique about the shared corridor program is the access it opens to multiple programs versus just one or two funding opportunity programs. In the bill, there is funding for new programs and increased funding for existing programs, including *MEGA* and *RAISE*. \$5 billion is available for MEGA; under RAISE, there is \$7.5 billion available. FTA's Capital Investment Grant program has \$8 billion available for it and authorized up to \$23 billion. The Feds State Partnership Program has \$36 billion appropriated, \$24B of it to NE corridor, and the remaining \$12B to the rest of the country. That \$12 billion is for inter-city passenger rail, an unprecedented opportunity to expand inter-city passenger rail in this country.
 - Mayor Dyer followed up with one question for Corey Hill, asking if a mix of funds would be available, and Mr. Hill's answer was "absolutely."
- Mayor Dyer quickly showed one slide of the entire route from OIA to Tampa. He shared that work has been

done on various segments. There's a section from the airport to the CFRC mainline, the CFRC mainline to the convention area, from the convention area to Disney/South I-Drive, and from there to Ybor City.

- Brad Thoburn, with FDOT, was asked to speak next. About a year ago, he was asked to evaluate their role in passenger rail, with the goal of greater clarity. After some listening sessions around the state, the realization is that there are different buckets—urban rail systems, regional commuter, inter-city rail—and their role is different for each one. Mr. Thoburn stated, as a Department, “we see ourselves an important partner and we want to work with you to better define what our role should be.” Moving forward, we want to provide technical support and facilitate the conversation. In addition to Phase 2 North and the transition, what's important is that it is locally driven, wanting to hear from each partner, while we provide support.
 - As a follow up, Mayor Dyer asked about the needed discussions with FTA and FRA to determine the viability of our program, what buckets we might apply, and if he would lead those initial conversations.
 - Mr. Thoburn agreed.
- Mayor Dyer then asked Mr. Thoburn if FDOT would fund the SunRail portion of a needed ridership study.
 - Mr. Thoburn said FDOT would be open to taking that on, especially if the Local Partners desire that.
- Mayor Dyer opened the floor for questions.
- Commissioner Janer would like to expand SunRail but is not without concerns. For example, if there is a train going to Universal or Orange County Convention Center, ridership would increase in Osceola County and would, therefore, increase costs to the county. An analysis is important and needed for these reasons.
- Mayor Demings asked, given the federal grant opportunities, how soon will a ridership study be needed.
 - Cory Hill responded that there's time for the study.
- Another gentleman commented with the same funding concerns, both short and long-term.
- Mayor Dyer ended the workshop.

Meeting adjourned at 12:22pm