



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

SEPTEMBER 22, 2022



Central Florida Commuter Rail Commission

Date: September 22, 2022

Time: 2:30 p.m.

Location: LYNX Central Station
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**
- III. Confirmation of Quorum**
- IV. Approvals**
 - Adoption of August 4, 2022 CFCRC Board Meeting Minutes
- V. Public Comments**
 - *Nadia will read into the record any comments received prior to the start of the meeting.*
 - *Those joining in person will be permitted to approach the podium in the LYNX Board Room and speak for up to 3 minutes.*
- VI. Reports**
 - SunRail Customer Advisory Committee (CAC) Update – James Grzesik, Chair
 - SunRail Technical Advisory Committee (TAC) Update – Tawny Olore, Chair
 - Agency Update - SunRail Chief Operating Officer – Charles M. Heffinger Jr., P.E.
 - Connectivity
 - LYNX Update – Bruce Detweiler
 - Votran Update – Kelvin Miller
- VII. Action Items**
 - A. Resolution of Support for Sunshine Corridor
 - B. Transition Governance



Central Florida Commuter Rail Commission

VIII. Discussion Items

- A. Sunshine Corridor Update
- B. 2023 Committee Meetings Frequency

IX. Board Member Comments

X. Other Business

- Next Meeting – November 3, 2022

XI. Adjournment

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Roger Masten, FDOT/SunRail Title VI Coordinator, 801 SunRail Drive, Sanford, FL 32771, 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

August 4, 2022

10:00 a.m.

LYNX Admin. Building

455 North Garland Ave

Orlando, Florida 32801

Attendees: Chair City of Orlando Mayor Buddy Dyer, Vice Chair Osceola County Commissioner Viviana Janer, Secretary Board Member Volusia County Council Chairman Jeff Brower, Board Member Orange County Mayor Jerry Demings, and Board Member Seminole County Commissioner Bob Dallari.

Minutes

Meeting was called to order by Chairman Dyer at 10:10 a.m.	
Pledge of Allegiance and Confirmation of Quorum	
Commission Chair's Announcements	Chairman Dyer
•	
Approval:	Chairman Dyer
• Adoption of the meeting minutes from June 27, 2022. Motion to adopt minutes passed unanimously.	
Public Comments:	
• No public comments made.	
Agenda Item: Reports – Customer Advisory Committee (CAC)	Presenter: James Grzesik
<ul style="list-style-type: none">• Mr. Grzesik noted that their last meeting was on June 30th. It was the first in-person meeting in over two years. They did not have any public comments, but they had a good discussion about the Phase 2 North Extension, the new fare collection system, Brightline and SunRail expansion plan, Transition Plan, SunRail advertisement campaigns, and nights and weekend schedules.• There was a request for the SunRail metrics to be shared to show comparisons between pre-COVID and current figures.• The next meeting is scheduled for September 29th.• There has been a recent spike in security issues with the trains getting busier, including concerns from the train conductors. Mr. Grzesik would like to have those incidents reviewed to see if there is a pattern. He would also like to review the consistency in how these incidents are handled by the conductors, platform personnel, engineers, etc. He expressed concern for the safety of the conductors since they are the most exposed to these types of incidents.<ul style="list-style-type: none">○ At the request of providing an example, he referred to an incident when a rider that did not have the right fare ticket, threatened a conductor during a morning ride. The rider was pulled from the train by security; however, he came back the next day and the situation repeated itself with the conductor. This time it escalated even more since the rider was upset that the police were involved.○ Mr. Grzesik explained that it is a small number of folks that are causing the spike in incidents, but they have been escalating in severity.○ Mr. Heffinger commented that they had two meetings the past week where security was discussed. FDOT is willing to trespass any person that causes conflict on the train. Charges also have to be pressed against the person causing the issues. There was training conducted to bring awareness to the train crews regarding the security problems. Some of the issues are a result of tickets getting checked now. Initially, tickets were not getting checked during COVID, and the only problems at that time were primarily due to mask wearing policies. Alstom (formerly Bombardier) is working on the issue with the conductors to figure out how to move forward.	

- Chairman Dyer noted that the train crosses over several jurisdictional boundaries. He mentioned that when SunRail started operations, there were meetings with law enforcement. Chairman Dyer asked if there are still ongoing meetings with them to make sure everyone is on the same page.
 - Mr. Heffinger responded that they have met with Kissimmee, Orlando, and Sanford law enforcement. At this point, they have not had resistance from the local authorities to engage and ask if conductors would like to prosecute.
 - Chairman Dyer followed up by asking if they had a good point of contact with each of the law enforcement agencies from the jurisdictions.
 - Mr. Heffinger responded that they did not, but he believes that the Safety Manager at Alstom does, and they also attend the Community Traffic Safety Team (CTST) meetings regularly.
- Commissioner Dallari commented that he does not understand why the conductor needs to be involved. He believes the issue pertains to the organization if there is a problem with the ticket and inquired about taking a stronger stance in this scenario.
 - Mr. Heffinger clarified that the stance is to have the rider removed from the train. If they do not cause a scene, the rider can come back on the train, but if they become problematic, the rider will need to get trespassed so they will not cause any further issues.
 - Commissioner Dallari stated that there should be a mechanism to keep the conductors, workers, and passengers safe and still be proactive.
 - Mr. Heffinger concurred with the concern and proposed to work with the Marketing Team to put up signs stating that passengers without a ticket will be removed and trespassed, if necessary.
- Commissioner Janer stated that the Osceola County Sheriff was appointed in 2020 and it would be important for Alstom to establish a primary point of contact with them, since it is a different jurisdiction than Kissimmee.
- Mayor Demings recalled a meeting with various representatives for the jurisdictions where an Interlocal Agreement was set in place. He is not aware if the agreement is still in place, however, it is his understanding that the jurisdiction where the station is located is responsible for resolving the issue. He explained that such Interlocal Agreements are sometimes developed for the duration of the Sheriff's term and suggested FDOT find out if there is one in place. Furthermore, Mayor Demings noted that in Orange County, they have added more camera surveillance and increased the presence of uniformed security officers at the stations. He expressed that security will be significant to the overall goal of increasing ridership since people will not want to ride the train if they feel unsafe.
- Secretary Tyler added that safety and security should be the highest priority for the employees and riders. He mentioned that things are in a process of change with the tickets getting checked now. He believes it is time to take a comprehensive look at all procedures and points of contact to check that everything is up to date and verify if anything else needs to be done to have more consistency and provide safety to everyone involved.
- Mr. Grzesik will report back to the Committee that their concerns are getting heard and action is being taken.

Agenda Item: Reports – Technical Advisory Committee (TAC)

Presenter: Chrissy Martin

- Ms. Martin stated that the first TAC in-person meeting in over two years was held on July 13, 2022, at the LYNX Central Station.
- The Committee approved meeting minutes from October 9, 2019 through April 13, 2022.
- There were updates provided from FDOT, LYNX, and Votran.
- Ridership in both bus and train service has increased 36% from last year.
- There were updates about the transition and FDOT gave a presentation about the Sunshine Corridor .

Agenda Item: Reports – Agency Update

Presenter: Charles M. Heffinger

- Choo-Choo to the Zoo
 - This event concluded on July 29th with an average of 67 riders per day.
- All Aboard the Foodie Tour
 - The campaign is going strong.
 - There is a list of all participating restaurants on the SunRail website (about 67) that are located close to the stations.

- College Week
 - College Week will return this fall. It will include Rollins College. This event is free for all college students and faculty (with proof of ID) who want to ride SunRail to campus and explore other parts of Central Florida.
- Phase 2 North
 - The project started on June 13th and is currently in the design and material procurement phase. There have been some issues with the procurement and delivery of materials, but it has not affected the completion date still slated for summer 2024. The goal is to complete the construction work around November or December 2023 and run the system for a six-month burn-in period before it begins revenue service by June 30, 2024.
 - It is a Design-Build project and currently it is in the early stages of design with coordination ongoing between the signal designer and the civil works contractor.
- Fare Collection
 - Moovel has ordered new ticket vending machines, validators, and handheld fare validator equipment.
 - FDOT is fully engaged to ensure a smooth path forward. The Transition Consultant has brought up some concerns and they are getting addressed.
 - There was a demo of how the new mobile application and e-ticketing process will work.
 - The project is on track with a Go-Live deadline of February 2023, and Final Acceptance anticipated by August 2023.
- Coming Soon
 - Rail Safety Week: September 19 – 23
 - Mobility Week: October 21 – 28
 - Coordination with local communities to promote rail safety and public transportation is in full swing.
- Increase in Ridership
 - Ridership increased by 36% as compared to last year, especially during Spring Break.
 - The goal is to get back to 7,000 daily riders like SunRail had in 2020 before the pandemic started.
- PTC Success
 - The Year-to-Date PTC active operating percentage is 99.9% for SunRail, 99.5 % for CSX, and 99.6% for Amtrak.
- Operating Budget
 - Slides were presented for the operating cost and revenue. SunRail was also allocated the CRRSAA Grant funds for \$3.5M to assist with recovery efforts stemming from COVID-19.
- Sunshine Corridor Update **Presenter:** Brian Stanger
 - Mr. Brian Stanger the Modal Development Administrator for FDOT District 5, discussed the three sub-groups that were created:
 - Steering Committee Group: consists of representatives from the local partners and FDOT. This group focuses on topics related to the partners, like how the Sunshine Corridor project aligns with their understanding of the CFCRC charters. These discussions allow the members to identify potential policy and legal challenges.
 - Policy Group: this group deals with details and project decisions discussed by local, regional, and private partners. It will focus on development of the FTA White Paper. The process has allowed member organizations and partners to identify key attributes of the project that are the most important, especially how a combination of intercity and commuter rail service can create synergies to connect passengers to markets and sub-markets throughout Central Florida. This group had a follow-up call with FTA on July 19th and the White Paper was finalized and delivered to FTA on July 29th.
 - Mr. Stanger mentioned that Keith Melton, the Director of Planning and Program Development for FTA Region 4, has retired. FTA is in the process of transitioning his responsibilities to another FTA team lead for this effort. He emphasized on the importance of building a strong relationship with FTA to move the project forward.
 - Technical Group: Specialists led discussions like engineering and design. They have focused on the ridership study, which demonstrates the importance of the partner contributions and collaboration. This work is ongoing and might get delayed if they are not able to obtain the level of data necessary. It is a complex project, and some concepts are getting identified so the project moves forward. The group is tentatively scheduling a corridor tour for August 19th to evaluate some of the potential constraints of the corridor.
 - The key steps to move forward are:
 - Continue to collect input from private partners on ridership study

- Conduct the corridor tour
- Complete the Ridership Study
- Wait for FTA’s recommendations on the White Paper
- FTA Update Call – Mr. Arion Franklin provided an update on the call with FTA on July 19th.
 - Mr. Franklin of Michael Baker International stated that each organization and partner had a representative on the call as well as their consultant support teams. He stated that the call had a very positive tone. Keith Melton introduced his counterparts on the call and explained that his responsibilities will be shared in the interim until a replacement is identified. The most positive outcome from the call was that FTA talked about their relationship with FRA and their ability to collaborate with each other, for example, the National Environmental Policy Act (NEPA) process, which will help the project move forward. The group will continue to have periodic updates with FTA. Three potential courses of action were discussed, and FTA requested to identify the pros and cons of each option and how they could impact the time, budget, and level of effort required. The three options are:
 - Move forward with two separate projects: The Intercity Passenger Rail Project and the Commuter Rail Project
 - Combining both projects, putting on pause the existing OIA Connector Phase 3 Project
 - A unified decision from FRA, FTA, and any other Federal agencies that would need to weigh in on the project. This option would also temporarily pause the OIA Connector Phase 3 Project
- Chairman Dyer commended FDOT for their efforts and appreciates the support to help move this project forward.
- Mr. Stanger finalized the presentation highlighting important points as the project moves forward, like the need to ensure understanding of PD&E roles and responsibilities, continuing to document official actions, and keeping technical conversations simple enough for Board and stakeholders understanding of implications.
- Chairman Dyer commented that he met with Senator Lambert who is overseeing the implementation of the Bipartisan and Infrastructure Bill. Central Florida received a \$15.9M grant award which will assist Brightline with additional funding for preliminary engineering activities and environmental approvals required to construct the intercity passenger rail system between OIA and Tampa. He had the opportunity to review the Sunshine Corridor with the FRA Administrator, who was very positive about the project and provided the same report as FTA in terms of being able to secure funds from different sources. Lastly, he mentioned last year that a resolution of support on Brightline and now looking at the Sunshine Corridor, would be needed to show the support of moving forward to the FTA, stating the importance of renewing a non-binding resolution in support of pursuing future federal funding opportunities for the project.
 - Commissioner Dallari thanked all, including FDOT, involved in moving the project forward expeditiously. He highlighted the imperative importance of having transparency, especially when everyone is working together towards a common goal.

Agenda Item: Connectivity: LYNX Update

Presenter: Bruce Detweiler

- Ridership decreased 27% during FY21 compared to FY20.
- Ridership during June 2021 was 10% higher than June 2020.
- There has been an increase in ridership during FY22 with a 25% increase compared to FY21.
- Ridership for June 2022 is 49% higher compared to June 2021.
- This follows the general increase in ridership that has been seen systemwide.
- The highest ridership stations for connectivity continue to be Sanford, Winter Park, Advent Health, and Sand Lake Road Station.
- Ridership for the SunRail Phase 2 commuter routes have also had consistent increases when compared to last year.

Agenda Item: Connectivity: Votran Update

Presenter: Kelvin Miller

- For the third quarter, ridership is about 1,762 riders, resulting in a 24% decrease when compared to FY21.
- Year to Date ridership is 5,767 passengers, for a 4.3% decrease when compared to FY21 due to folks not returning to work full time.
- The average ridership is 30 riders per day.

Agenda Item: SunRail Governance Structure Transition

Presenter: Chairman Dyer

- Chairman Dyer expressed that they have come to a critical point in choosing a governance structure. He has received correspondence from Seminole and Volusia County asking that a vote be deferred at this time. During the last meeting, all five board members indicated that if the third option was selected to contract with an outside agency, LYNX would be the preferred agency contracted. Furthermore, the Commission would like to have staff continue to define what that option would look like. Any contract entered into with LYNX would have to be voted on and it would need to be unanimous amongst the five Local Funding Partners . Chairman Dyer does not believe the vote would necessarily need to be unanimous, but he would prefer it to be. In lieu of a transition presentation, Seminole and Volusia requested for the Transition Consultant (WSP) to work directly with their respective Boards, so they have a better understanding of the options identified.
- Commissioner Dallari expressed that the Transition Consultant expects a decision to be made by November, so he suggested to having another meeting to discuss the options in more depth. Seminole County Board had a presentation from WSP and had additional questions for the Transition Consultant. WSP is working with the staff and their Board. Commissioner Dallari proceeded to read the letter summarized below:
 - On July 26, 2022, WSP USA, Inc., hosted a presentation regarding the SunRail Transition Plan to the Seminole County Board of County Commissioners Board. A lot of information was provided by WSP to the Board. During the presentation the Board had numerous questions regarding the information presented that warrant further detailed explanation to the Board members.

As a result of the July 26 presentation, the Seminole County Board requested an additional presentation to review the plan in further detail. The process is currently underway for WSP to schedule both individual meetings and another workshop presentation to their Board. These additional meetings will enable the Board to process the information more fully so that Seminole County can provide an educated and informed response as to providing direction on the form of the proposed SunRail Governance Structure.

Therefore, I am requesting the Central Florida Commuter Rail Commission postpone their vote on the SunRail Governance Structure Transition that is scheduled to take place on August 4, 2022, to a future date.

- Commissioner Dallari highlighted the importance for WSP to meet with each Board member individually and the group. He looks forward to coming to a unanimous decision.
- Council Chairman Brower commended the group for wanting to work together to reach a unanimous decision. He agrees with WSP in providing more information to Volusia County Council. He believes that everyone agrees the third option is the preferred one, but they are still unsure about LYNX being the agency selected. He would still like to see the inclusion of other entities that could manage the work.
 - Chairman Dyer explained that discussion has occurred, and other entities did not show any interest in doing the work except for LYNX. He addressed FDOT and asked to confirm their stance on the transition.
 - Secretary Tyler responded that it remains the Department’s position to transition SunRail to the five Local Funding Partners .
 - Chairman Dyer would like to continue working with LYNX to get a working paper or parameters of what option three would look like, so that they do not lose momentum and continue to move forward. He addressed the fact that Council Chairman Brower is the only funding partner that does not have a seat on the LYNX Board, and they would need to figure out how they can help in that regard.
 - Council Chairman Brower inquired about the availability of other agencies besides FDOT and LYNX.
 - Chairman Dyer explained that the Expressway Authority was the only other option.
 - Commissioner Dallari stated that, if possible, some of the Board members would like to see an option four with another entity. He understands both the Chairman Dyer and Council Chairman Brower’s position and thinks they all need more information.
 - Chairman Dyer reminded everyone that WSP has been working on this for the past 18 months, and they have gone through the process of identifying additional entities that could operate the system. It is his understanding that everyone concluded that LYNX was the best option. WSP explained that they had looked at Brightline as well. Chairman Dyer continued to clarify that the fourth option was FDOT, but they will not continue to operate SunRail. They have continued to operate the system past the seven-year time frame and have done everything they

can to make Phase 2 North become a reality. It would take approval from the Governor and Legislature for FDOT to continue to operate the system, and he does not see that happening in the near future.

- Council Chairman Brower considers it a missed opportunity by not having reached out to the entire State and Country for any other entity with rail experience that would be interested in doing the work.
 - Mr. Hartman of WSP explained that there are other companies that run systems, however, they would still need an agency to oversee it. This would be the agency that oversees the one contracted to perform the work. The operations and maintenance will still be contracted out. The new agency would be taking over the back office, procurement, and human resources (HR) responsibilities at minimum.
- Commissioner Janer stated that the Osceola County Board met on the subject, and she has been keeping track for the past 18 months of all the options that have been presented and the reasons why they were eliminated. The Board agrees with her opinion that LYNX should be the organization selected. She agrees with Chairman Dyer in continuing to move forward with LYNX, since they were the best option evaluated to operate and the Osceola County Board has reached a consensus supporting this option as well.
- Mayor Demings expressed that the reason they hired WSP was to look into options around the country as well, and in his opinion, they did that. He believes that from the moment the Commuter Rail Commission was created, it was contemplated that they would transition into another entity or organization at some point. The transition was supposed to have happened last year. WSP researched entities with different types of structures, and they have identified the most efficient and cost-effective means by which to transition. Their assessment pointed towards LYNX being the most cost-effective option since their structure already provides what would be needed and would need the least amount of people to contract. The existing partnership between the agencies also makes more logistical sense. The general consensus of the Orange County Board supported selecting LYNX. Furthermore, the Board agrees that they need to work with the respective counties to reach a balanced, just, and equitable solution. The LYNX service expansion is in conversation as well as the potential to expand SunRail within the counties, bringing a solution to the ground transportation challenge. Mayor Demings is in line with not wanting to lose momentum and believes that reaching a decision should come in the very near future.
- Chairman Dyer inquired if WSP was making another presentation to Commissioner Dallari's Board to find a way to make them more comfortable with making a decision.
 - Commissioner Dallari responded that Mr. Jim Harrison, shared a presentation, but if WSP wanted to make an additional one, they would make it happen. He noted that the Board had legitimate questions that were not answered in a satisfactory manner and the individual meetings might be a way to provide clarity. WSP reaffirmed their position to clarify any questions.
 - Ms. Michelle Kendall of WSP responded they have three meetings already scheduled that include a meeting with Seminole County and two other Board members. We also have to remember the subsequent phase and recognized the Implementation Plan as being that next step. In that plan, it will include more details and many of the questions would be answered during that phase. The Governance structure is the first target point and many answers to current questions will be answered following the governance structure being in place.
 - Commissioner Dallari clarified that some of the questions were regarding the math regarding the information that was presented to them. They expect the numbers to make sense and for WSP to be able to explain them.
- Chairman Dyer addressed Council Chairman Brower and noted that they had gone through all the potential ways to go about option three and they had reached the consensus that LYNX was the best choice. WSP confirmed that the Steering Group felt the most comfortable with LYNX. He noted that their individual governance systems are different, and some do not have the benefit of transportation staff reporting directly to them, but they are willing to help them through the process.
 - Council Chairman Brower expressed that they are not trying to hold up the process. They understand that a decision needs to be made, and he believes that his Council would benefit from having a phone call to clarify some of the issues.

➤ Commissioner Dallari clarified that he gets briefings on a regular basis from the transportation staff, and he expressed his appreciation to them for keeping him informed. They inform their Board monthly and they come back with questions for the staff and the consultants.

- Chairman Dyer addressed the members of the audience to take note on the example being set here by the Commission on having a civil conversation regardless of political affiliation and thanked everyone for working together towards reaching an agreement.
- Secretary Tyler commended the parties on sharing their concerns and assured their availability to assist with making the process as smooth as possible. He expressed that FDOT remains focused on transitioning the SunRail system to the Local Funding Partners .

Agenda Item: Action Items

- No action items.

Next Meeting: September 22, 2022, at 2:30 p.m.

Adjournment: Meeting adjourned at 11:14 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

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Sanford, Florida 32771

Roger.Masten@dot.state.fl.us

JACQUELINE PARAMORE

State Title VI Coordinator

605 Suwannee Street, Mail Station 65

Tallahassee, Florida 32399

WELCOME





APPROVAL

ADOPTION OF AUGUST 4, 2022
MEETING MINUTES

PUBLIC COMMENTS



REPORTS

A. CUSTOMER ADVISORY COMMITTEE

James Grzesik, Chair

B. TECHNICAL ADVISORY COMMITTEE

Tawny Olore, P.E., Chair

C. AGENCY UPDATE

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

D. CONNECTIVITY

LYNX Update – Bruce Detweiler

Votran Update – Kevin Miller



CHAIR'S REPORT

JAMES GRZESIK





CHAIR'S REPORT

TAWNY OLORE, P.E.

AGENCY UPDATE

CHARLES M. HEFFINGER, JR., P.E.

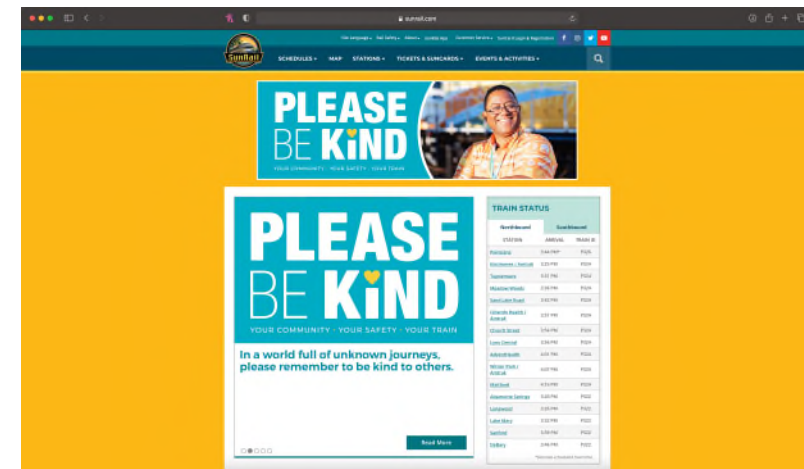




NEW BE KIND CAMPAIGN

New communication program to increase safety by promoting kindest regard for crews, Ambassadors, and fellow riders. Multiple elements include:

- Additional de-escalation training for staff
- Coordination with local law enforcement
- Public outreach through digital channels and station/onboard signage





LAW ENFORCEMENT TASK FORCE

- SunRail met with multiple local law enforcement agencies on 8/29/22 to collaborate on safety, incident response, and available training resources.





NEW PROMOTIONS

- **RIDERSHIP UP 39%**
- Community partnerships for upcoming events include:
 - Orlando City
 - Orlando Magic
 - Dr. Phillips Center
 - City of Winter Park
 - City of Kissimmee
- College Week Success





RAIL SAFETY WEEK 2022

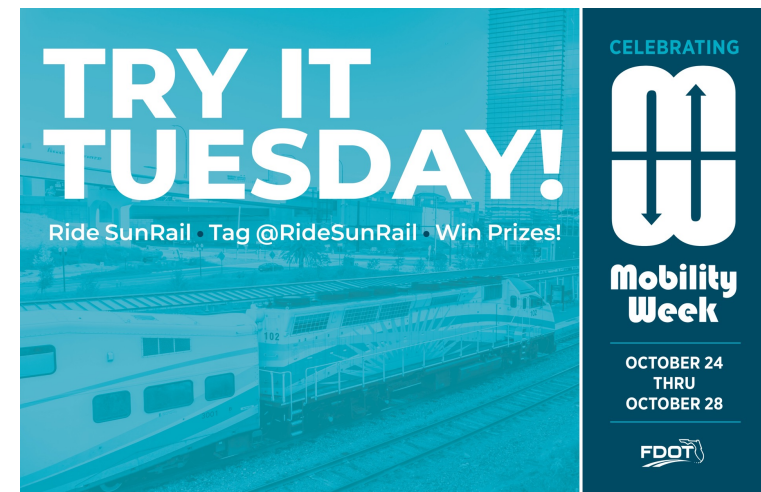
- Leveraged the trending modern retro 80's style to deliver an engaging, and shareable Rail Safety Week campaign
- Social media videos
- Promotion with community partners
- Collaboration with local law enforcement and Amtrak for Operation Clear Track





MOBILITY WEEK 2022

- Mobility Week is Oct. 24 – Oct. 28
- Statewide initiative to spread awareness on how, where, and why to use public transportation
- SunRail and LYNX will offer free rides on Tuesday, Oct. 25, to encourage new riders





PHASE 2 NORTH

- Currently in design and material procurement phases (survey and geotechnical field investigations)
- Project is on schedule, and anticipated to be completed by Summer 2024
- Design-build is also in coordination with the signal design and construction work





FARE COLLECTION

Sunrail's Fare collection procurement team is working collaboratively with the moovel team to ensure delivery of a more robust system.

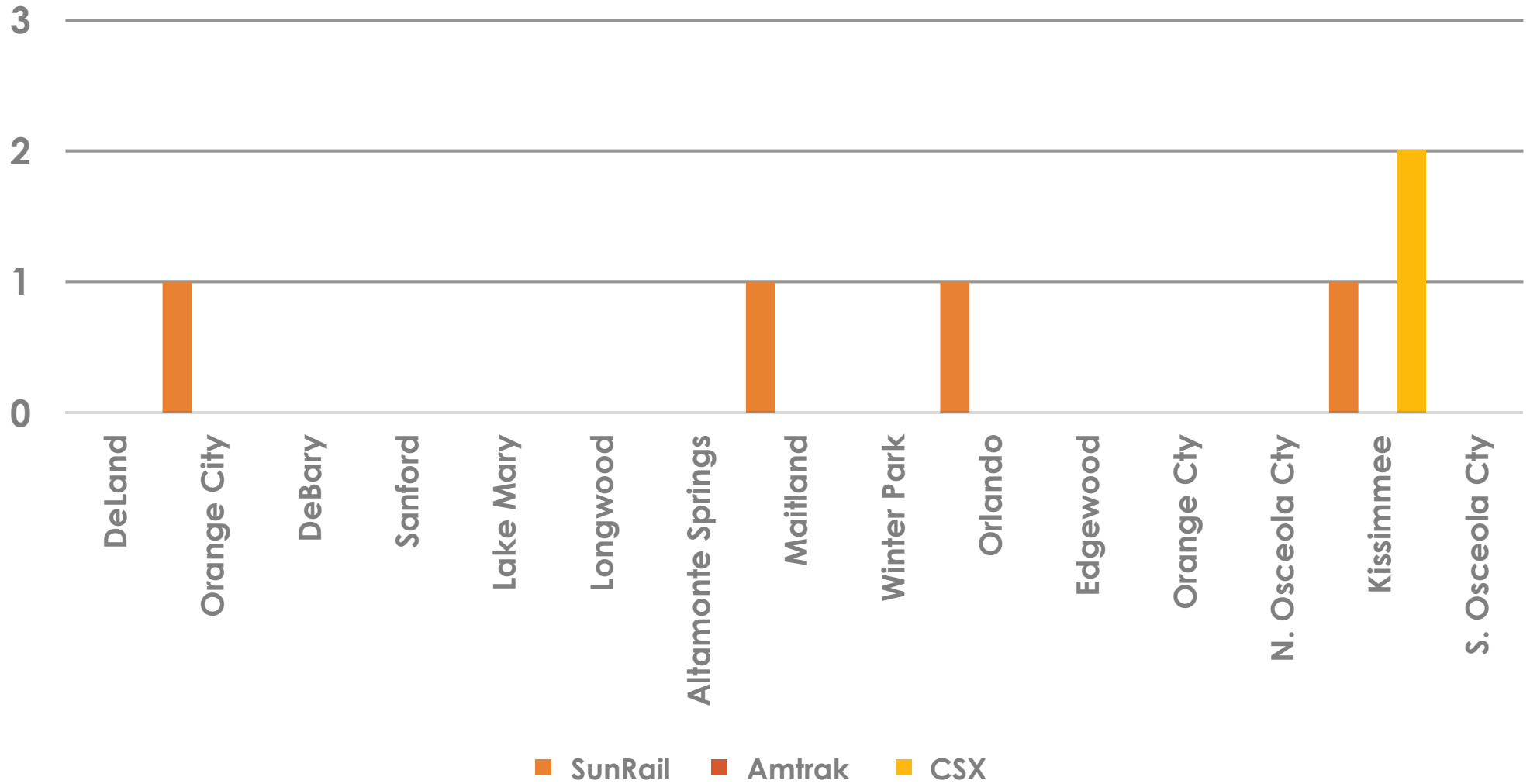
- The fare collection system team is working through the planning and system design
- Anticipated release of the mobile app will be Q2 2023
- Hardware and software configuration testing is in progress with Flowbird, the ticket vending machine manufacturer
- The final project schedule is under review with moovel



REVENUE INCIDENTS BY CITY/COUNTY



July – August 2022



ON-TIME PERFORMANCE AVERAGE

July 2022 – August 2022

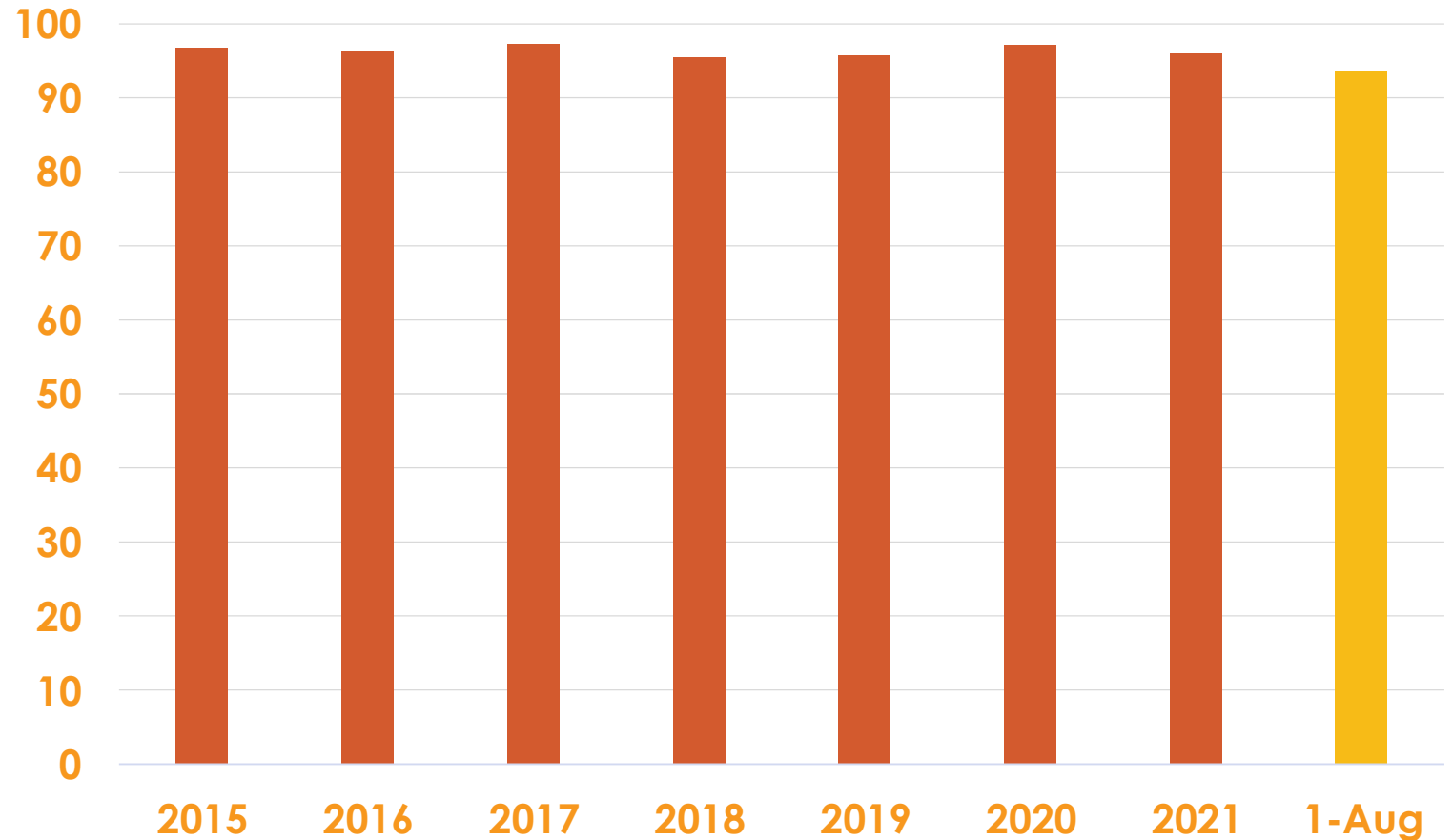
Goal = 95%

Actual = 93.54%

Contract = 98.67%

ABOVE AVERAGE

- On-Time 27 Days
- 43 Operating Days
- Ran 1,720 Trains



From inception and current month.

FY 22/23 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
OPERATING COSTS SUBTOTAL

ANNUAL BUDGET
\$ 10,745,000
\$ 16,255,000
\$ 1,350,000
\$ 910,000
\$ 2,090,000
\$ 3,500,000
\$ 3,500,000
\$ 5,000,000
\$ 2,100,000
\$ 5,000
\$ 75,000
\$ 30,000
\$ 40,000
\$ 10,000
\$ 300,000
\$ 9,500,000
\$ 2,200,000
\$ 57,610,000

YEAR TO DATE AUGUST 31, 2022	
BUDGET	ACTUAL
\$ 1,790,833	\$ 1,762,226
\$ 2,709,167	\$ 2,702,868
\$ 225,000	\$ 162,567
\$ 151,667	\$ 75,512
\$ 348,333	\$ 514,040
\$ 583,333	\$ 892,362
\$ 583,333	\$ 602,607
\$ 833,333	\$ -
\$ 350,000	\$ 210,928
\$ 833	\$ 588
\$ 12,500	\$ 12,061
\$ 5,000	\$ 2,040
\$ 6,667	\$ 5,550
\$ 1,667	\$ -
\$ 50,000	\$ -
\$ 1,583,333	\$ 1,572,500
\$ 366,667	\$ 592,623
\$ 9,601,667	\$ 9,108,472

Feeder Bus Expenses
Capital Maintenance
Consultant Support

\$ 2,000,000
\$ 8,895,000
\$ 12,200,000

\$ 333,333	\$ 428,004
\$ 1,482,500	\$ 3,094,331
\$ 2,033,333	\$ 1,650,058

TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT

\$ 80,705,000

\$ 13,450,833	\$ 14,280,864
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FY 22/23 OPERATING
BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	YEAR TO DATE AUGUST 31, 2022	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,200,000	\$ 366,667	\$ 376,046
CSX usage fees	\$ 3,850,000	\$ 641,667	\$ 909,372
Amtrak usage fees	\$ 956,000	\$ 159,333	\$ 191,338
FCEN usage fees	\$ 21,500	\$ 3,583	\$ 6,256
Right-of-way lease revenue	\$ 125,000	\$ 20,833	\$ 31,865
Ancillary revenue	\$ 235,000	\$ 39,167	\$ 21,323
<i>Subtotal - System revenue</i>	\$ 7,387,500	\$ 1,231,250	\$ 1,536,201
FTA §5307 - Urbanized Area Grant Funds	\$ 20,843,886	\$ 20,843,886	\$ 20,843,886
ARPA Grant Funds	\$ 13,184,483	\$ 13,184,483	\$ 13,184,483
TOTAL OPERATING REVENUE	\$ 41,415,869	\$ 35,259,619	\$ 35,564,570



PTC SUCCESS

- Year to Date PTC Active Operating Percentage:
 - SunRail 99.5%
 - CSX 99.7 %
 - AMTRAK 99.6%

Through August 31, 2022



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	23	21	21	22	21	23		237
Sanford	233	237	258	225	259	246	289	261	258	268	252		253
Lake Mary	61	59	63	64	63	70	59	71	77	79	73		67
Longwood	60	63	58	53	53	61	65	61	58	62	71		60
Altamonte Springs	108	100	92	103	109	123	105	132	123	142	148		117
Maitland	12	13	14	15	13	19	21	17	17	19	16		16
Winter Park	233	236	260	231	240	256	225	234	256	268	276		247
AdventHealth	285	270	288	243	286	313	324	347	321	305	298		298
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	24	19	25	25	23	24	25	28	26	33	29		26
Sand Lake Road	157	181	167	150	162	183	192	183	184	183	184		175
Meadow Woods	92	86	81	49	104	100	99	110	115	103	111		95
Tupperware	12	14	12	17	16	17	14	16	18	17	14		15
Kissimmee Intermodal													-
Poinciana	6	4	4	6	5	8	5	6	6	6	7		6
Total - All Stations	1,283	1,282	1,322	1,181	1,333	1,420	1,423	1,466	1,459	1,485	1,479		1,376
Percent change from FY 21 to FY 22	47%	8%	15%	5%	30%	26%	40%	31%	49%	45%	29%		27%



LYNX CONNECTIVITY

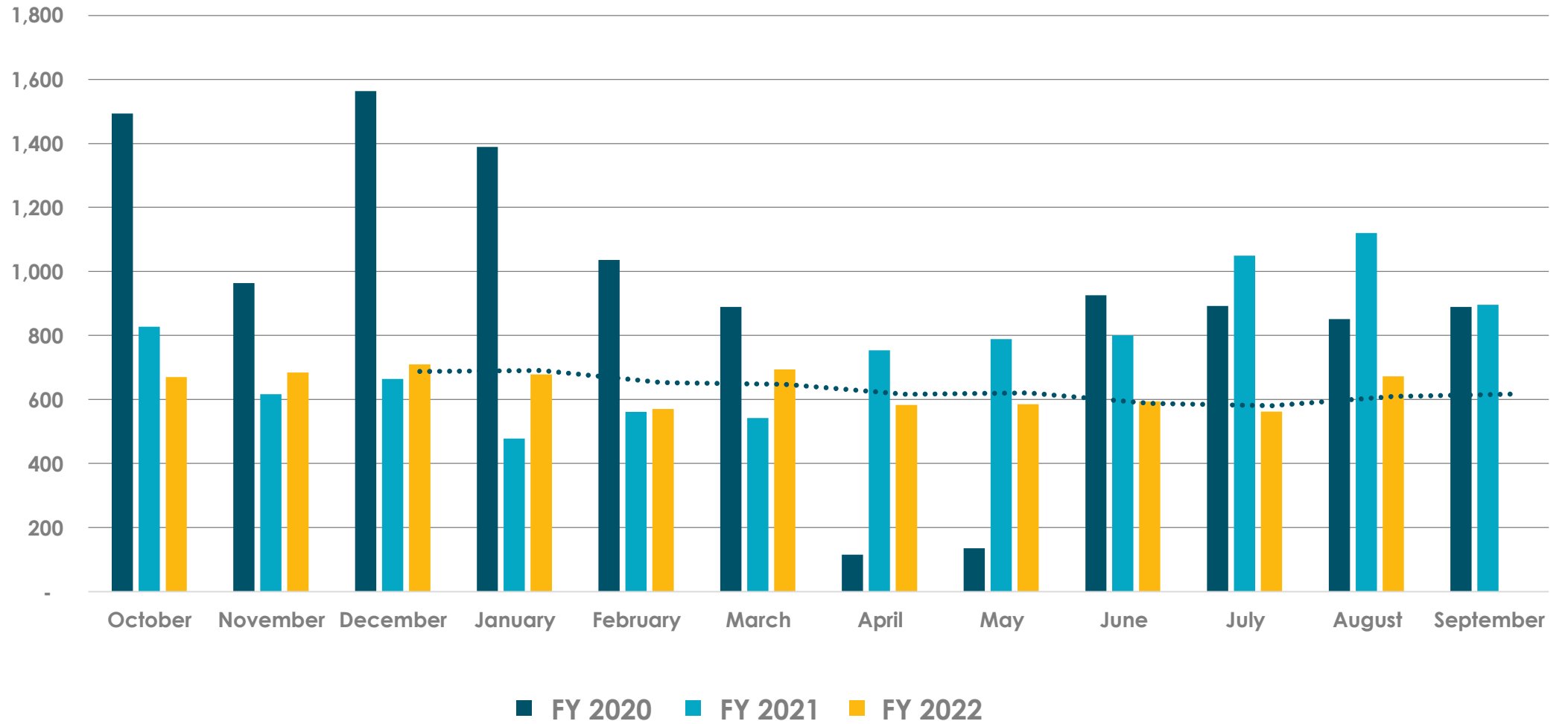
LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	August		Change	% Change
	FY21	FY22		
18	16,106	20,128	4,022	25%
418	3,714	5,001	1,287	35%
155	558	923	365	65%
306	1,306	1,871	565	43%
604	104	291	187	180%
631*	439	N/A	N/A	N/A
632*	209	N/A	N/A	N/A
709	806	1,444	638	79%
831*	N/A	759	111	25%

* - 631 and 632 were combined to form 831 in April 2022.



VOTRAN SUNRAIL CONNECTIVITY





VOTRAN CONNECTIVITY

June – August 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	23	21	21	22	20	23		236
Total Monthly Ridership	670	684	709	678	570	694	583	585	594	562	672		7,001
Avg Daily Ridership	32	33	31	32	29	30	28	28	27	28	29		30

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





ACTION ITEMS

- A. RESOLUTION OF SUPPORT FOR SUNSHINE CORRIDOR
- B. TRANSITION GOVERNANCE

DISCUSSION ITEMS



**Sunshine Corridor
CFCRC Update
09.22.2022**



Organization

Steering Committee Group

Policy Group

Technical Group

Steering Committee Group

Continued to
discuss
impacts of
Sunshine
Corridor on
CFCRC
members

Reviewed
Draft
Resolution
before CFCRC
Consideration

Policy Group

Continued to discuss impacts of Sunshine Corridor on CFCRC members

Developed Base Case for Ridership Study

Discussed FTA Feedback from the White Paper

Reviewed Notice of Funding Opportunity for the State-Fed Partnership Grant Program

Technical Group

Conducted
Technical
Tour of
Corridor

Began
Refining the
Base Case
and
Alternatives

Developed
Assignments
Matrix

Discussed
FTA
Feedback
from the
White Paper

Moving Forward

Complete
Ridership Study

Plan Accordingly
Considering the
FTA's Respond to
the White Paper

Continue to
Collaborate to
Develop Cost
Estimates

Develop
Consensus on the
Locally Preferred
Alternative

FTA's Response Summary





Caution

- Continue to document official actions
- Keep technical conversations simple enough for broad understanding of implications
- Provide enough context for public consumption of documents

2023 Meeting Dates:



January 19 – 10:00 a.m.

March 16 – 10:00 a.m.

May 18 – 10:00 a.m.

July 20 – 10:00 a.m.

September 21 – 10:00 a.m.

November 16 – 10:00 a.m.



BOARD MEMBER COMMENTS



NEXT MEETING

November 3, 2022

10:00 AM

LYNX Central Station

Administration Building



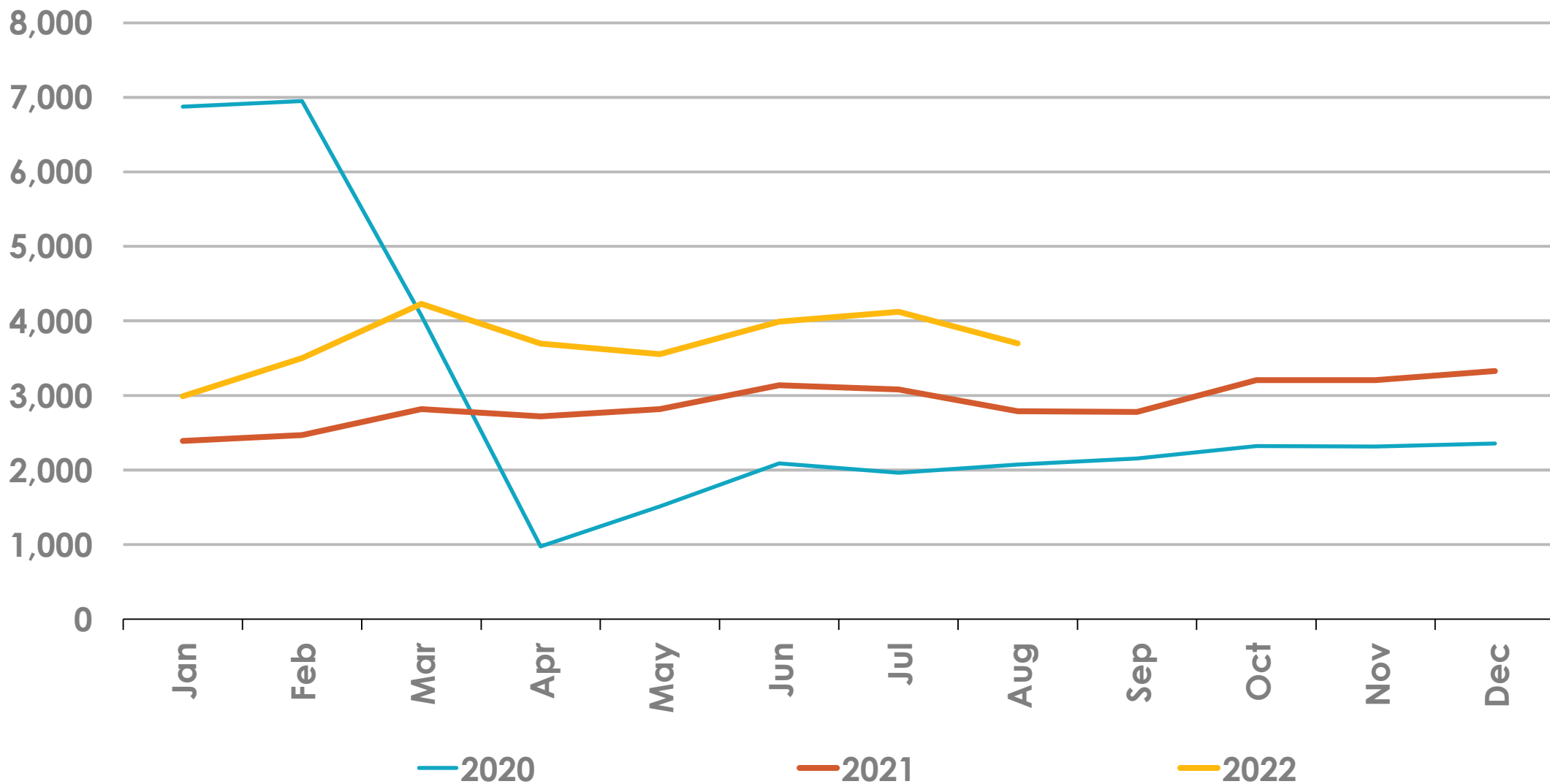
SUPPORTING CHARTS AND DATA



AVERAGE DAILY RIDERSHIP



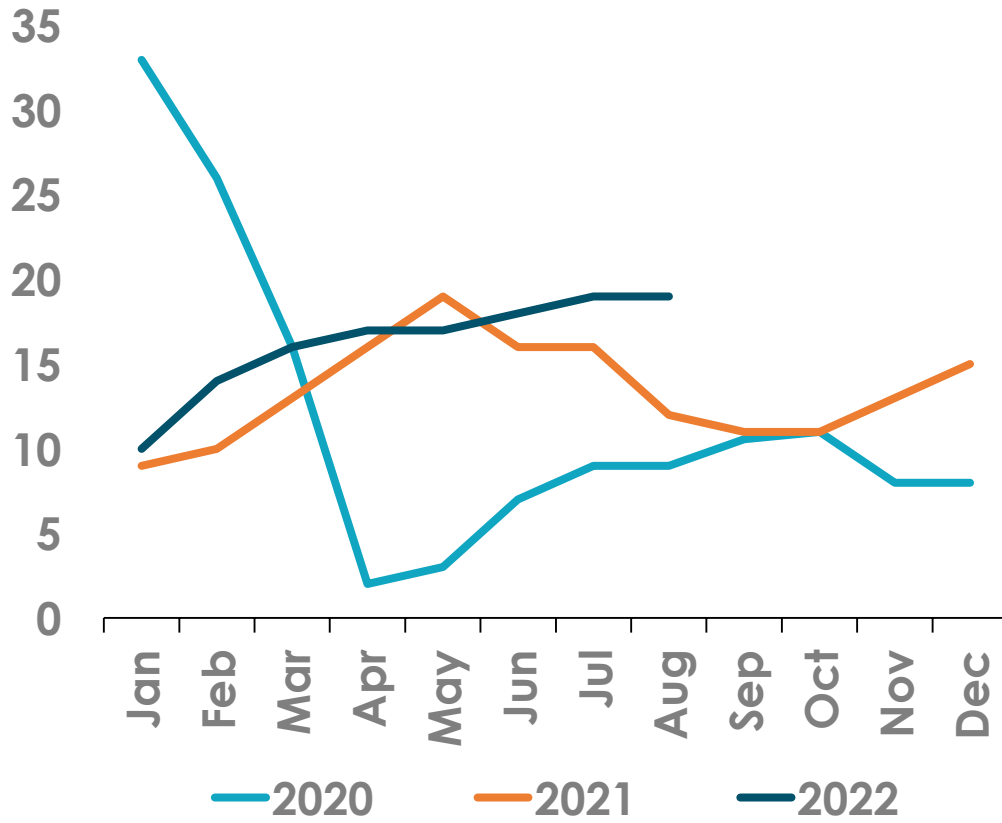
Jul – 4,125 | Aug – 3,701





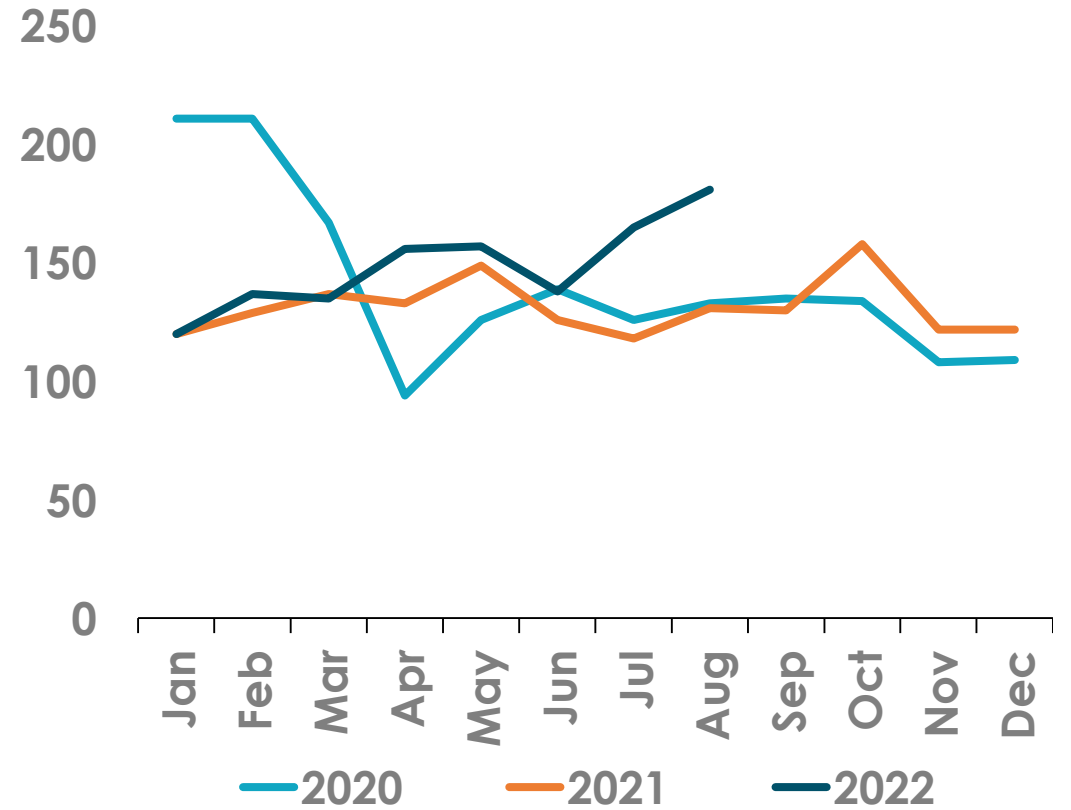
ADA

Jul – Aug Average: 19



BICYCLE

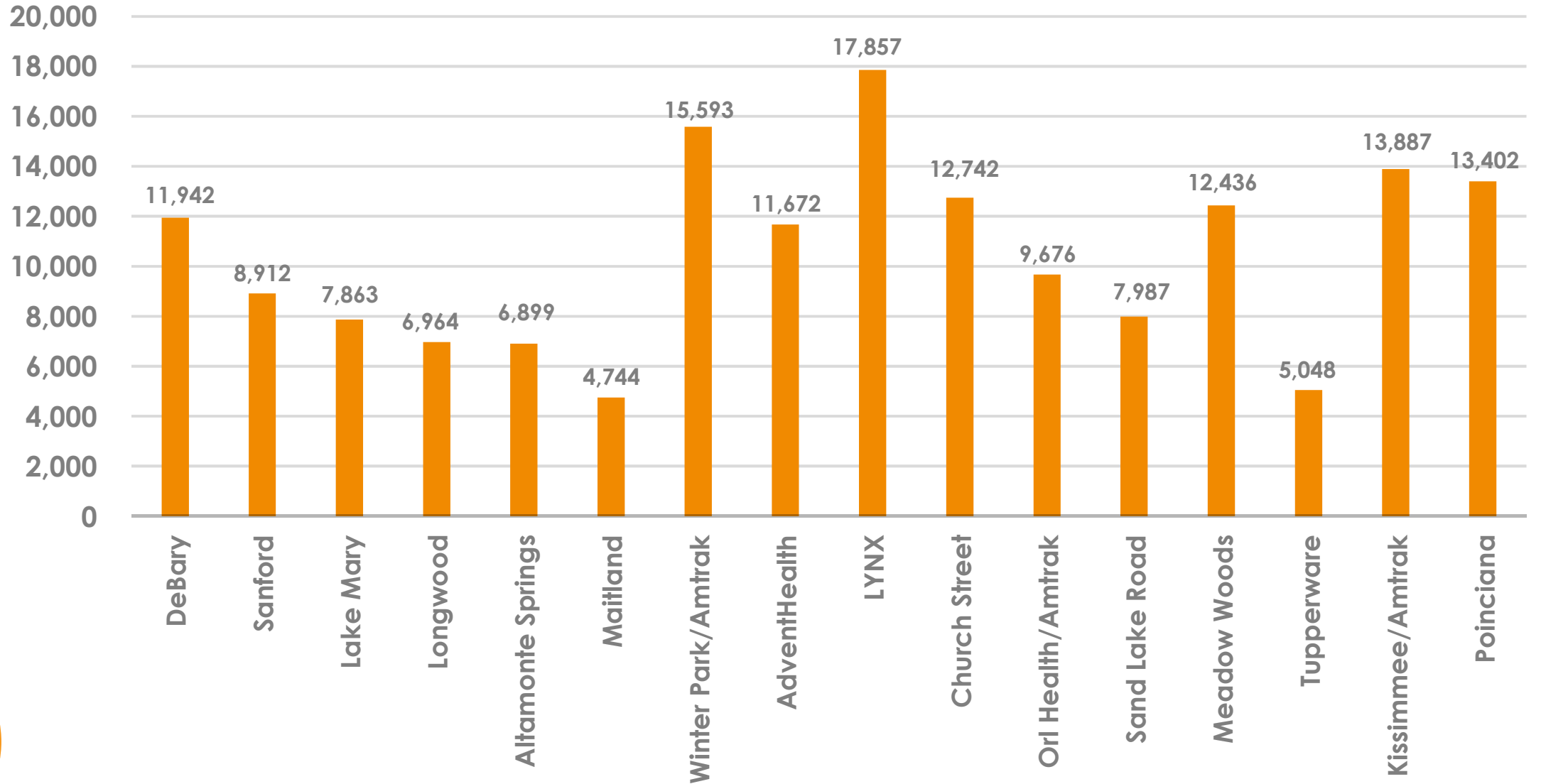
Jul – Aug Average: 178



BOARDINGS BY STATION



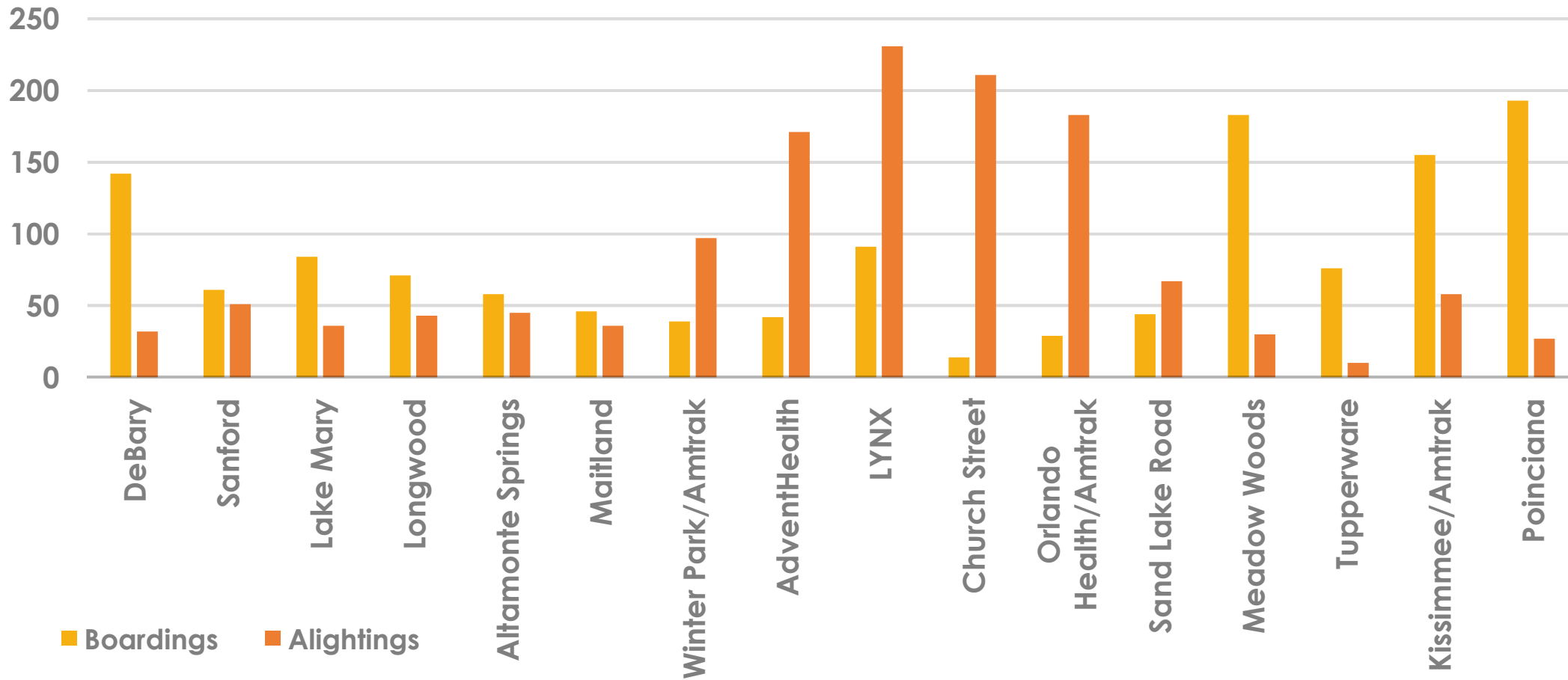
Ridership July – August 2022



BOARDINGS & ALIGHTINGS



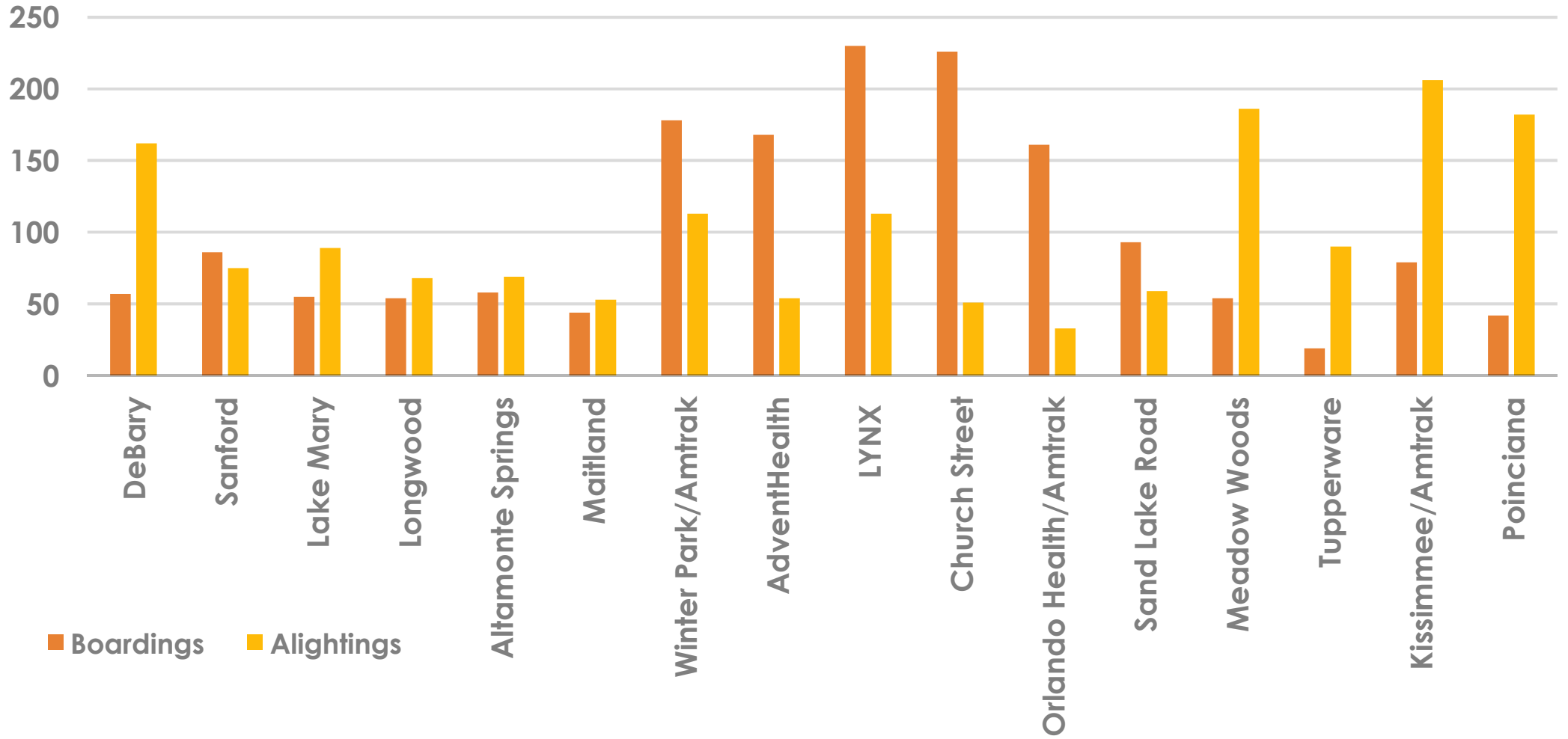
AM PEAK 5:45 AM – 8:45AM (NB from Poinciana) July – August 2022



BOARDINGS & ALIGHTINGS



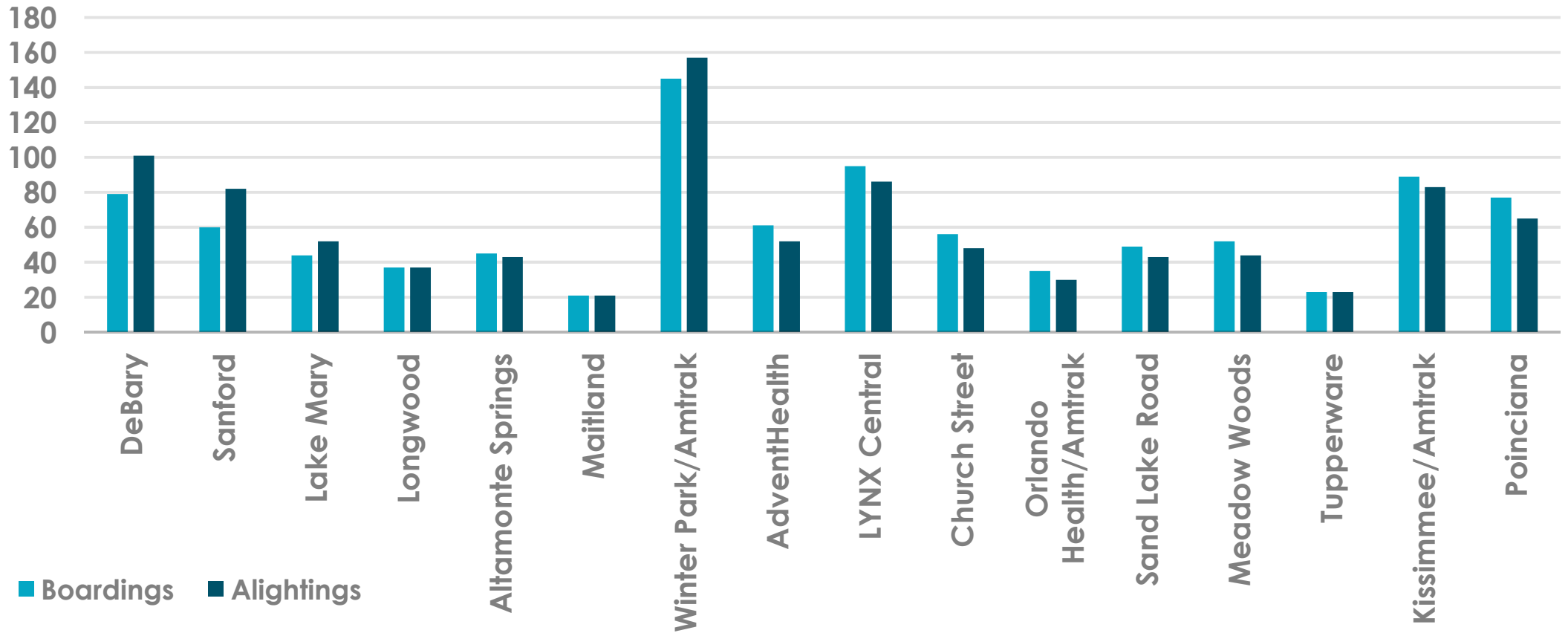
PM PEAK 3:15 PM – 6:25 PM (NB from Poinciana) July – August 2022



BOARDINGS & ALIGHTINGS



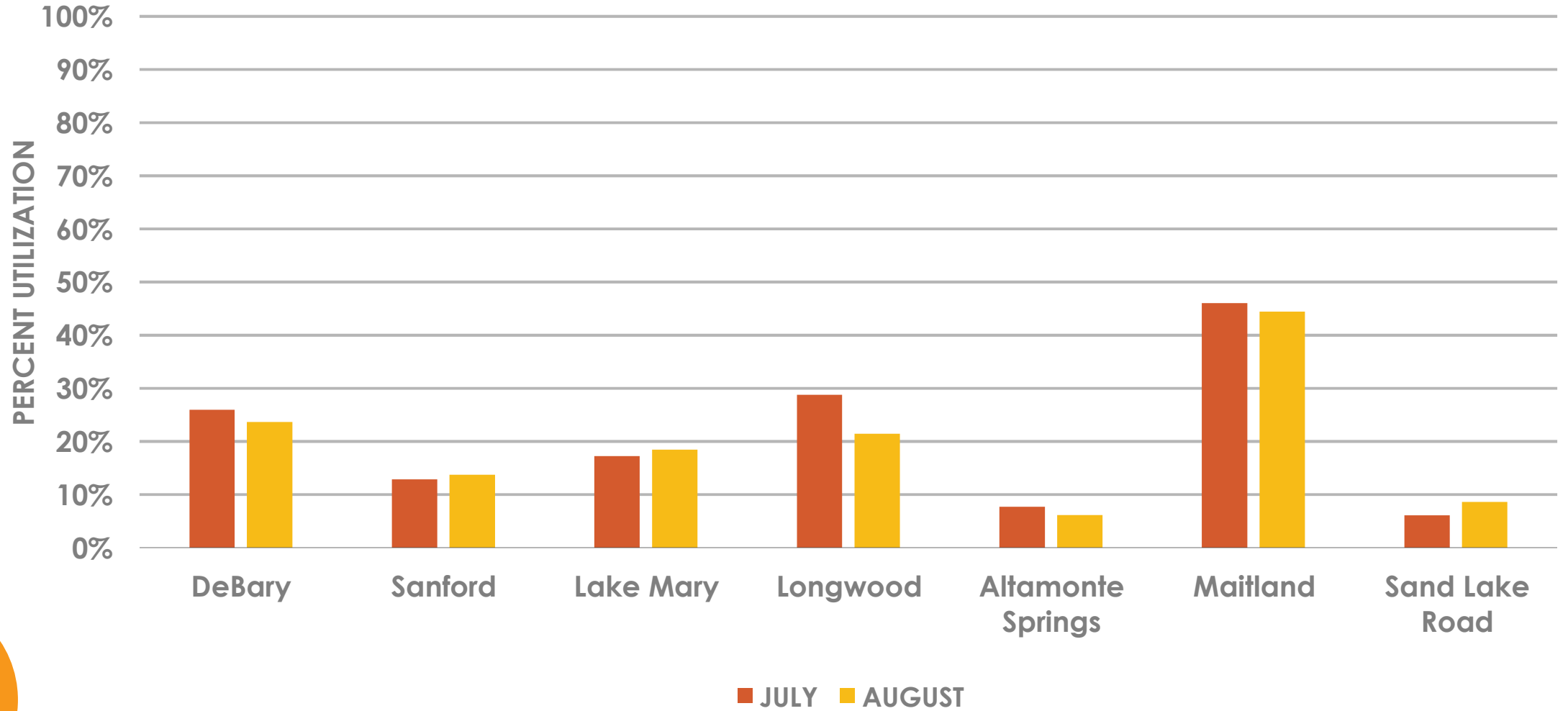
OFF PEAK 10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana) July – August 2022



IOS STATION PARKING



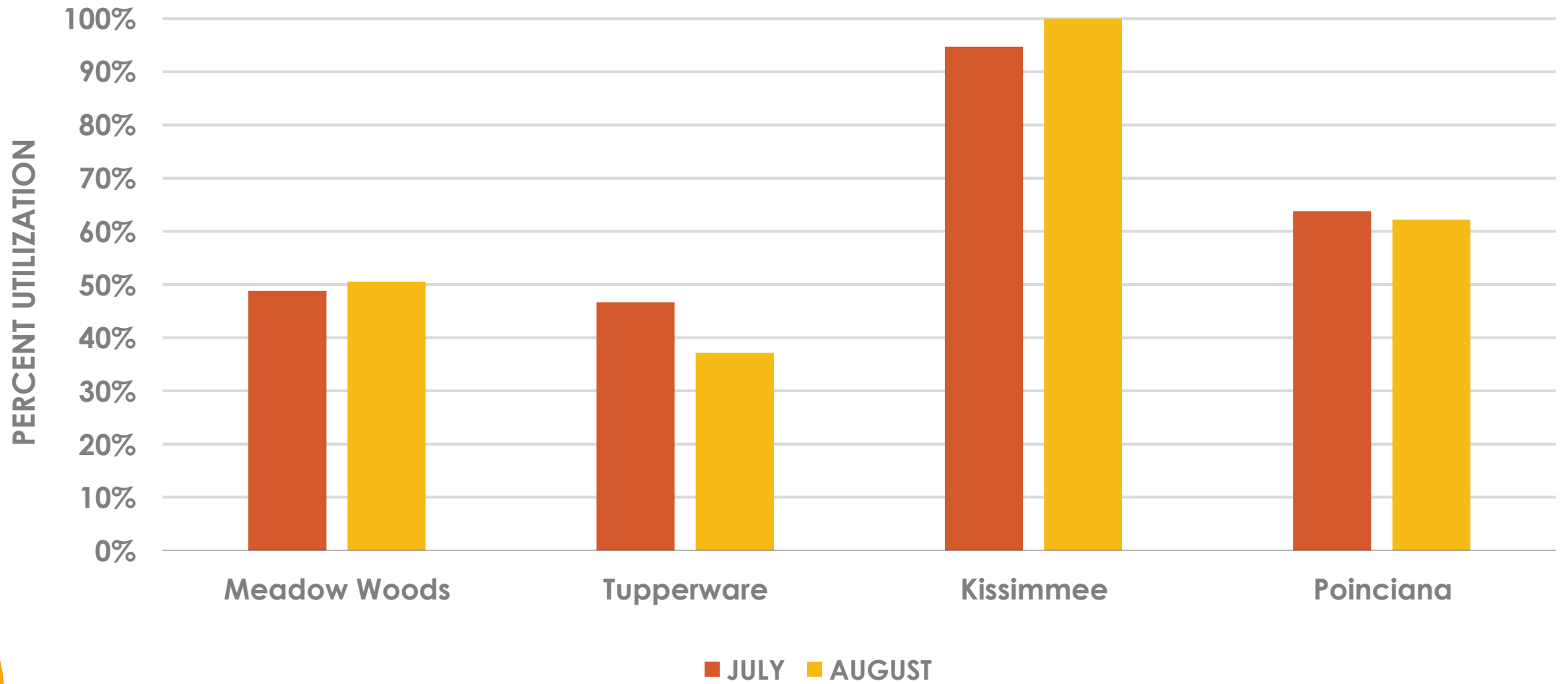
July – August 2022



SOUTHERN EXPANSION
STATION PARKING



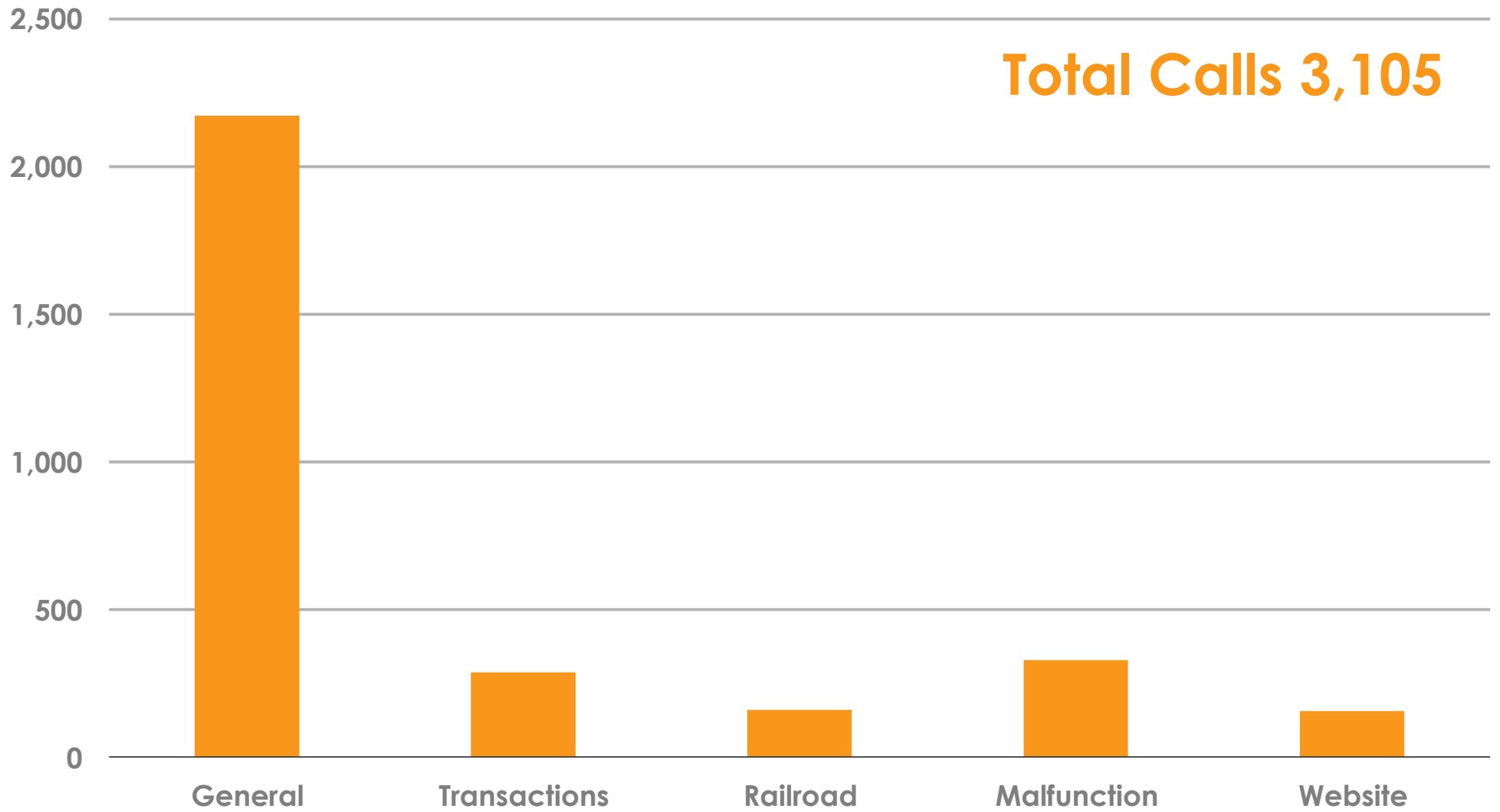
July – August 2022



CUSTOMER SERVICE CALLS



July – Aug 2022





TRAIN PERFORMANCE DETAIL

July – August 2022

Train Performance Overview		Trains	Percentage	
On-Time		1609	93.5%	
Late		107	6.2%	
Annulled		4	0.2%	
Total Trains Operated		1720	100.0%	
Performance Detail		Days	Trains	Percentage
Dispatching		1	1	0.1%
Efficiency Testing		3	3	0.2%
Maintenance of Way		9	11	0.6%
Mechanical		6	11	0.6%
Other		5	19	1.1%
Passengers		10	14	0.8%
Police Activity		5	13	0.8%
Signals & Components		9	22	1.3%
Train Interference		2	2	0.1%
Trespasser/Grade Crossing/Near Misses		5	6	0.3%
Weather		1	9	0.5%
Total (Rounded)			111	6.5%

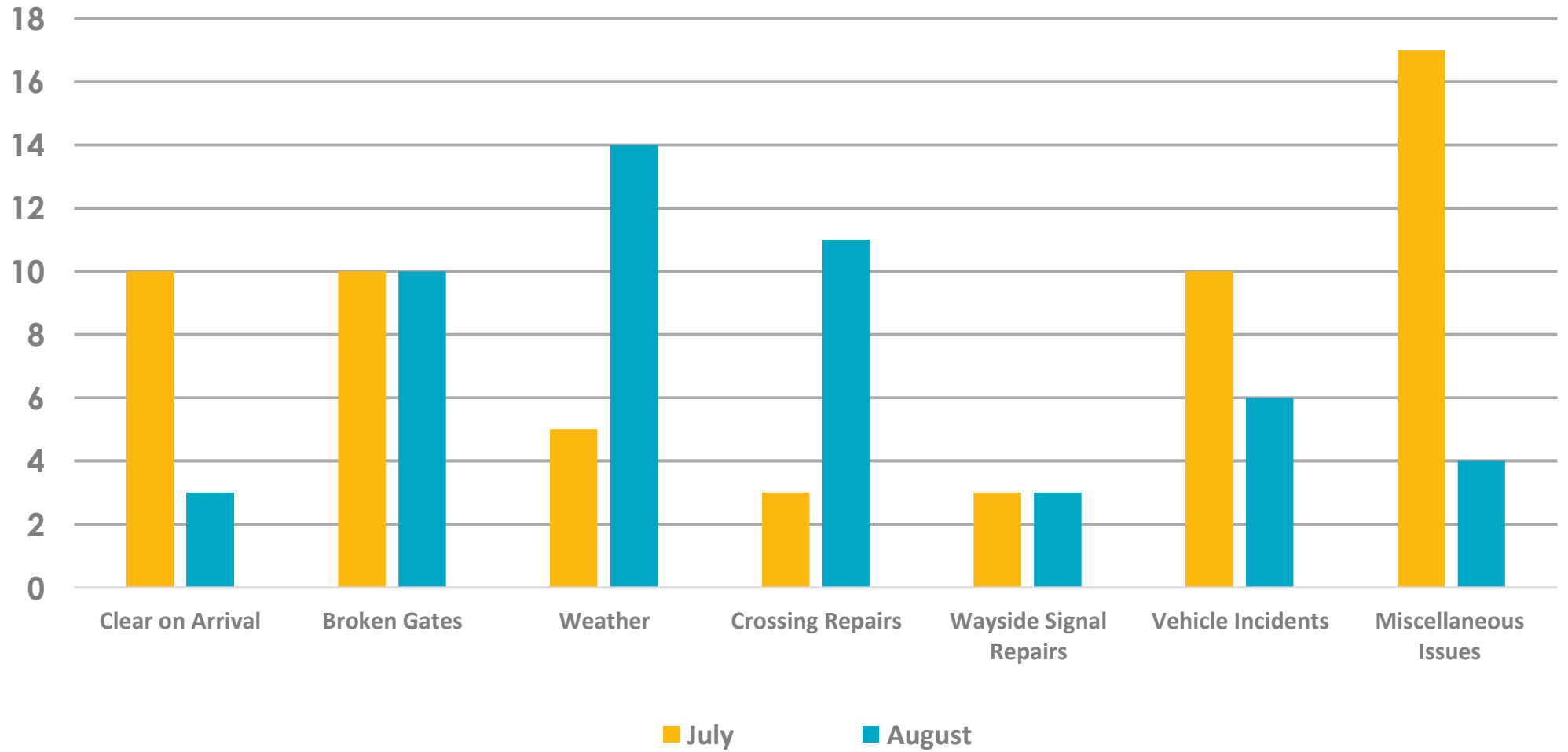
Note: Only categories with a value greater than zero are displayed and rounded to one decimal.



CFRC SIGNAL
SYSTEM INCIDENTS



JULY – AUGUST 2022



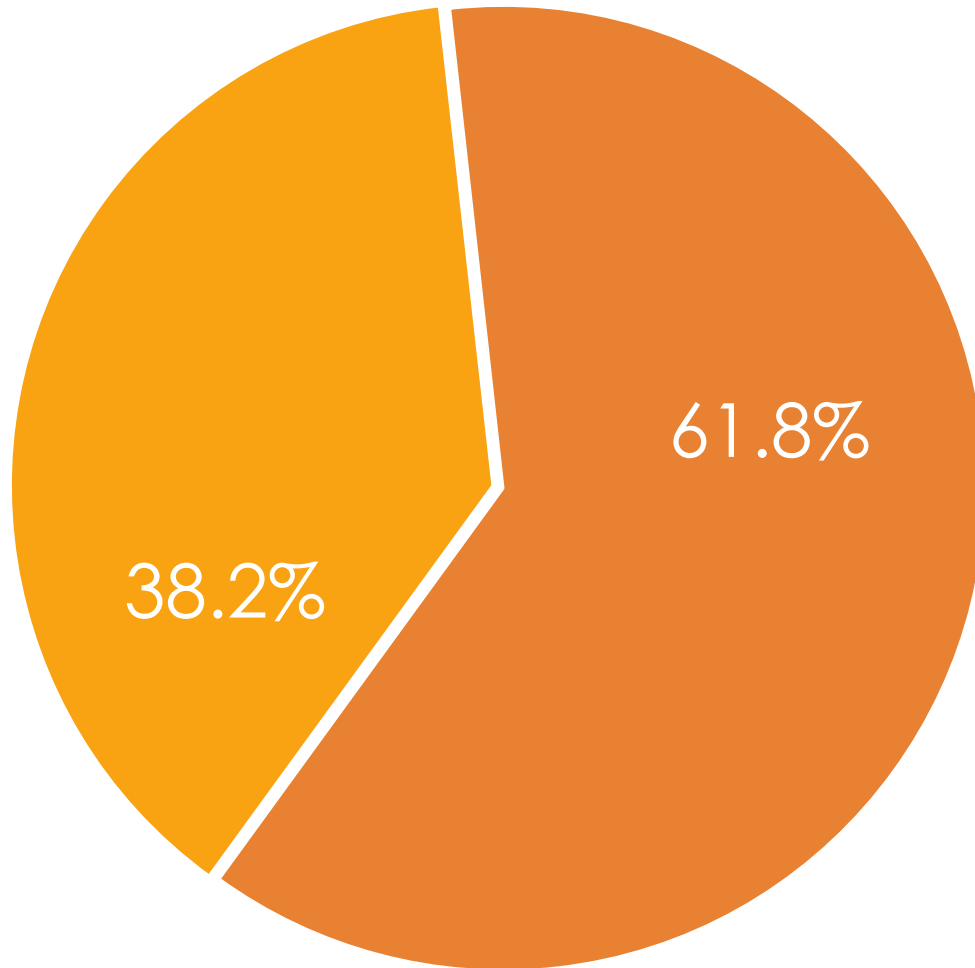


QUIET ZONES

Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established – Final Cost sent to Orange County for budget/approval - LFA to be developed
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established
Seminole County	Installing four-quadrant gates at Merritt St. LFA Executed – Construction in Progress – approximately 2 months to complete
City of Orlando	Quiet Zone Established
City of Kissimmee	Quiet Zone Established

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





■ 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

