

# TECHNICAL ADVISORY COMMITTEE

January 11, 2023





# Central Florida Commuter Rail Commission

## Technical Advisory Committee

**Date:** January 11, 2023

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

**Location:** LYNX Central Station  
2<sup>nd</sup> Floor Open Space Room  
455 North Garland Avenue  
Orlando, Florida 32801

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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**
- IV. Vice Chair's Remarks**
- V. Action Items**
  - a. October 12, 2022 Meeting Minutes Approval
- VI. Public Comments**
- VII. Discussion Items**
  - a. Agency Update – Charles M. Heffinger, SunRail Chief Operating Officer
  - b. Bus Connectivity
    - i. LYNX – Bruce Detweiler
    - ii. Votran – Kelvin Miller





# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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

- a. Transition Update

### **IX. Sunshine Corridor Update**

- a. Project Update

### **X. Committee Member Comments**

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

- a. Next Meeting – April 12, 2023 at 2:00 p.m. LYNX Open Space Room

### **XII. Adjournment**

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# Technical Advisory Committee Meeting

October 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  
Nabil Muhaisen, City of Kissimmee  
Shad Smith, City of Longwood  
Alisha Maraviglia, City of Altamonte Springs  
Christopher Carson, City of Lake Mary  
Miten Patel, City of Sanford  
Joseph Barker, City of DeBary  
Renzo Nastasi, Orange County  
Crissy Martin, City of Orlando  
Sarah Larsen, MetroPlan Orlando  
Bill Wharton, Seminole County  
Bruce Detweiler, LYNX

Charles M. Heffinger, FDOT  
Brian Stanger, FDOT  
Nadia Hernandez, FDOT  
Tim Kutcher, FDOT  
Mike Carman, SunRail  
Sandra Gutierrez, SunRail  
Linda Nesbitt, SunRail  
Kristalyn Stewart, Evolve Today  
Mark Calvert, Evolve Today  
Alan Danaher, WSP  
Ron Hartman, WSP

## Minutes

**Meeting was called to order by TAC Chair, Tawny Olore, at 2:02 p.m.**

**Pledge of Allegiance**

**Quorum was met**

**Announcements:**

**Presenter:** Tawny Olore

- Chair's Report
  - SunRail Governing board has continued to meet every two months and had a consensus to move forward with option 3, to move forward with another agency managing SunRail. The Chairman asked the staff to bring back contractual documents and terms of how to move forward with Lynx governing the system.
  - The Resolution of Support was approved to continue looking at and pursuing the Sunshine Corridor for which a federal grant will likely be pursued in the future.

**Action Items:**

**Presenter:** Tawny Olore

- There were two action items presented: the adoption of the July 13, 2022 Meeting Minutes and the proposed 2023 Meeting Dates and Times, both of which were approved, with no additional dates added.
- Proposed 2023 Meeting Dates are listed below and will begin at 2 PM.
  - January 11
  - April 12
  - July 12
  - October 11

**Public Comments:**

**Presenter:** Tawny Olore

- No public comments.

**Agenda Item:**

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

- Hurricane Ian Response
  - Prior to storm: SunRail was in constant communication with contractors, Amtrak, FRA, and CSX
  - Within hours of storm:
    - Crews clearing tracks, assessing damage, reinstalling gates
    - A safe and modified service plan announced for 10/3
      - DeBary – Meadow Woods: Normal schedule
      - Meadow Woods – Poinciana: Launched Lynx Bus Bridge
    - Tupperware: Restored 10/6
- Hurricane Ian Repairs
  - A series of photos showed that the tracks sustained major water damage/washout in the Kissimmee area between Tupperware and Poinciana
  - FDOT is managing repairs with existing contractors
  - Estimated completion for repairs and restoration of full service expected towards the middle part of October
  - Ms. Olore questioned if the last slide of pics was of Shingle Creek and Mr. Heffinger confirmed.
- Mr. Heffinger asked for questions.
  - Mr. Barker questioned how the damages will affect the current FY budget, and Mr. Heffinger informed everyone that all of it should be reimbursable by the federal government, likely both FEMA and FTA.
  - Ms. Olore questioned if there was additional damage north of Osceola County. Mr. Heffinger shared the good news that there was no other damage or washout on the northern end.
  - Mr. Muhaisen questioned if the aging Corrugated Metal Pipes (CMPs) will be replaced with steel pipes? Mr. Heffinger said that no pipes will be replaced right now but will be lined and extended instead to prevent washout areas in the future. Nabil also questioned how long these sections of the corridor would be out. Mr. Heffinger reminded him that service was anticipated to return by Friday, 10/14.
- 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
- In conjunction with the *Be Kind* campaign, SunRail met with multiple local law enforcement agencies on 8/29/22 to collaborate on safety, incident response, and available training resources, thus creating a Law Enforcement Task Force
- New Promotions
  - Ridership up 39% from this time last year
  - Community partnerships for upcoming events include:
    - Orlando City Soccer Club
    - Orlando Magic
    - Dr. Phillips Center
    - City of Winter Park
    - City of Kissimmee
    - College Week Success
- Rail Safety Week 2022 – 9/19-9/23
  - Leveraged the trending modern retro 80's style theme 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 contractor is also in coordination with the signal design and construction work
- On-Time Performance Average
  - July 2022 – August 2022
  - Goal = 95%   Actual = 93.54%   Contract = 98.67%
  - On-Time 27 Days
  - 43 Operating Days
  - Ran 1,720 Trains
- FY 22/23 Operating Budget Update
  - Year to date (9/30/22) budget is a little over \$20M and the current actual is right under \$20M.
  - Grant funds (FTA Section 5307 formula funds) increased from \$10M to \$13M/yr. for FY2022.
    - Ms. Olore questioned if the 5307 money increased from is from extra that was a bigger allocation from the Federal gov't. Mr. Heffinger wasn't sure but stated he would find out.
  - Mr. Wharton questioned for clarification about the ARPA Grant Funds, asking if they eventually go away. Mr. Heffinger confirmed that information, that they do go away eventually. Ms. Olore added that the financial analysis performed by the Transition Consultant did not include the ARPA Grant Funds.
  - Mr. Barker questioned if the Inflation Reduction Act Bill had any funds allotment for rail? Mr. Heffinger provided clarification that there would be funding for capital projects, not for operations and maintenance.
- Revenue Incidents by City/County

<ul style="list-style-type: none"> <li>○ The two slides were presented, showing eight incidents occurring between July-September 2022.</li> <li>• PTC Success <ul style="list-style-type: none"> <li>○ 2022 Year to Date* PTC Active Operating Percentage: <ul style="list-style-type: none"> <li>▪ SunRail 99.9%</li> <li>▪ CSX 99.7 %</li> <li>▪ AMTRAK 99.6%</li> </ul> </li> <li>* Through October 7, 2022</li> </ul> </li> <li>• Ms. Olore emphasized the importance of the transition date, based on Phase 2 North. She also she would review the Interlocal Agreements to see what needs to be approved as far as guidelines, etc. to be in line with the CFCRC.</li> <li>• Ms. Martin questioned the six months of operation after the Phase 2 North completion before takeover. <ul style="list-style-type: none"> <li>○ Mr. Heffinger responded by saying that the request by the locals is that FDOT would operate it for a year after substantial completion which is when service can begin, and that it will need to be negotiated since the CFCRC requested a 6-month burn-in period once service started. It could be 3 months, 6 months, 12 months, or something else.</li> <li>○ Ms. Olore added that it is a part of the Interlocal Agreements to obtain 12 months of operating data (average boardings), so that the percentage of average boardings for each Local Funding Partners can be known.</li> </ul> </li> </ul>	
<b>Agenda Item: LYNX Connectivity</b>	<b>Presenter: Bruce Detweiler</b>
<ul style="list-style-type: none"> <li>• Ridership saw an overall 27% decrease when comparing August of 2021 to August of 2020.</li> <li>• Ridership saw an overall 29% increase when comparing August of 2022 to August 2021, with a 24% average increase when considering the whole year.</li> <li>• Comparing August 2022 to August 2021, feeder bus ridership in the Phase 2 South area has had significant and dramatic increases in FY 2022 over FY 2021, both on fixed route and NeighborLink services.</li> </ul>	
<b>Agenda Item: Votran Connectivity</b>	<b>Presenter: N/A</b>
<ul style="list-style-type: none"> <li>• Votran was unable to attend; therefore, update is posted on corporate site.</li> </ul>	
<b>Agenda Item: Transition Update</b>	<b>Presenter: Alan Danaher</b>
<ul style="list-style-type: none"> <li>• Transition Analysis Status <ul style="list-style-type: none"> <li>○ What's Been Reviewed <ul style="list-style-type: none"> <li>▪ Lessons learned nationally</li> <li>▪ Staffing analysis</li> <li>▪ Operational assessment</li> <li>▪ Contracts and agreements</li> <li>▪ Financial assessment</li> <li>▪ Committee structure</li> <li>▪ Governance options</li> </ul> </li> <li>○ Three Potential Governance Options <ul style="list-style-type: none"> <li>▪ Option 1: CFCRC recruits comprehensive, in-house staff to provide all management, administration, and operating functions.</li> <li>▪ Option 2: CFCRC recruits in-house staff to provide management and administration functions while contracting out all operating services, like current FDOT organization.</li> <li>▪ Option 3: CFCRC recruits no staff and contracts all functions (management, administration, and operations) to another agency which may subcontract operating functions as indicated in Option 2.</li> </ul> </li> <li>○ The next three slides summarize the three options. <ul style="list-style-type: none"> <li>▪ Option 1: Commission is governing body; most expensive; requires ~200 employees; high cost and level of liability</li> <li>▪ Option 2: Commission is governing body; second most expensive; requires ~50 employees; medium cost; risk is on operating contractors</li> <li>▪ Option 3: Commission is governing body: least expensive; requires ~9 employees; risk on LYNX and contractors.</li> </ul> </li> <li>○ Governance Options – Cost Comparison <ul style="list-style-type: none"> <li>▪ Table shows FY24(Q4) through FY29, and Option 3 is least expensive.</li> </ul> </li> </ul> </li> </ul>	

<ul style="list-style-type: none"> <li>○ Governance Decision—CFCRC Board gave the direction to proceed with Option 3 but no specific agency has been named yet <ul style="list-style-type: none"> <li>▪ Activities necessary for implementation <ul style="list-style-type: none"> <li>• Staffing</li> <li>• Financial</li> <li>• Admin and support</li> <li>• Contract and agreements</li> <li>• Capital delivery</li> <li>• Service delivery</li> <li>• Operational update</li> <li>• Transition implementation program</li> <li>• Transition implementation schedule</li> </ul> </li> </ul> </li> <li>○ Underway, Completed, and Next Steps <ul style="list-style-type: none"> <li>▪ Finalized Financial Analysis Memo – July 2022</li> <li>▪ Finalized Transition Analysis Report – July 2022</li> <li>▪ Jurisdiction Board Briefings – June-Sept 2022</li> <li>▪ CFCRC Adoption of Governance Structure – In progress</li> <li>▪ Develop Transition Plan – Sept-Nov 2022</li> <li>▪ CFCRC Adoption of Transition Plan – To be determined</li> </ul> </li> <li>• Questions <ul style="list-style-type: none"> <li>○ Mr. Smith questioned about the large increase of Option 1 budget during FY27, and Mr. Danaher explained that there would be a continuance, and thus acquisition, of the operating and maintenance contracts.</li> <li>○ Mr. Hartman added in Option 1 that maintenance of way equipment would also need to be acquired by the Commission during that time.</li> <li>○ Ms. Olore finished by reminding everyone that Option 3 has been approved and terms and contracts with LYNX will need to be obtained.</li> </ul> </li> </ul>	<div style="display: flex; justify-content: space-between;"> <div> <p><b>Agenda Item: Sunshine Corridor Update</b></p> <ul style="list-style-type: none"> <li>• Organization and recent actions items <ul style="list-style-type: none"> <li>○ Steering Committee Group <ul style="list-style-type: none"> <li>▪ Continued to discuss impacts of Sunshine Corridor on CFCRC members</li> <li>▪ Reviewed Draft Resolution before CFCRC Consideration</li> <li>▪ The Sunshine Corridor runs from Orlando International Airport, moving south and west to the Orange County Convention Center and to south International Drive.</li> </ul> </li> <li>○ Policy Group <ul style="list-style-type: none"> <li>▪ Continued to discuss impacts of Sunshine Corridor on CFCRC members</li> <li>▪ Developed Base Case for Ridership Study</li> <li>▪ Discussed FTA Feedback from the White Paper</li> <li>▪ Reviewed Notice of Funding Opportunity for the State-Fed Partnership Grant Program</li> </ul> </li> <li>○ Technical Group <ul style="list-style-type: none"> <li>▪ Conducted Technical Tour of Corridor</li> <li>▪ Began Refining the Base Case and Alternatives</li> <li>▪ Developed Assignments Matrix</li> <li>▪ Discussed FTA Feedback from the White Paper</li> </ul> </li> </ul> </li> <li>• FTA's Response Summary <ul style="list-style-type: none"> <li>○ The follow up call was September 15th.</li> <li>○ The same participants from the Working Group were present.</li> <li>○ Six reps from FTA were in attendance, but only one from the previous call.</li> <li>○ Conversation primarily focused on the Capital Investment Grant (CIG) project that is currently in Project Development – the “Shuttle” Project or Phase 3 OIA Connector to the Airport), as opposed to the Sunshine Corridor. <ul style="list-style-type: none"> <li>▪ This clarified the need to regroup and communicate our intentions for the corridor.</li> </ul> </li> <li>○ We received a specific request to provide a formal update to FTA on that Shuttle Project.</li> </ul> </li> <li>• Moving forward, key next steps are as follows: <ul style="list-style-type: none"> <li>○ Continue to gather inputs from our partners to support the ridership study</li> <li>○ Conduct the corridor tour</li> <li>○ Complete the ridership study</li> <li>○ Wait for FTA's guidance on potential ways to advance the project</li> </ul> </li> </ul> </div> <div> <p><b>Presenter: Brian Stanger</b></p> </div> </div>
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- Remain cautious about:
  - Continue to document official actions
  - Keep technical conversations simple enough for broad understanding of implications
  - Provide enough context for public consumption of documents
- Questions were invited.
  - Ms. Martin commented on the importance of getting the FTA on the same page with the white paper to comprehend that portion of it, so that they know how it fits into the larger conversation. She also wanted to go on record as saying thank you to the Local Funding Partners for the collaboration on the resolution of support.
  - Mr. Wharton questioned about the timelines between FRA and FTA grant applications.
  - Mr. Stanger responded by saying FRA Notice of Funding Opportunities (NOFO) should be out by the end of October with application submissions due somewhere between the end of 2022 and the beginning of 2023. The FTA does not have a time frame for applications.

**Committee Member Comments:**

- Mr. Barker shared DeBary's excitement for increased ridership being the only current municipality in Volusia County with a SunRail station. The fact that DeBary is constructing its own downtown will only increase that excitement around increased ridership.
- Additionally, Mr. Barker questioned why the ridership is down compared to pre-pandemic numbers, considering that the pandemic is over.
  - Mr. Heffinger explained the drastic drop of commuters due to the work-from-home numbers increasing ten-fold. Additional factors, he added, were school being back in session and lowering fuel prices.

**Meeting adjourned:** 3:05 p.m.

**Next meeting:** Scheduled for Wednesday, January 11, 2023, at 2:00 p.m., at LYNX Central Station, Second Floor Open Space, 455 N. Garland Avenue, Orlando

# 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:

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## **STEFAN KULAKOWSKI, FCCM, CPM**

State Title VI Coordinator

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# WELCOME





# CHAIR'S REPORT

Chrissy Martin



# ACTION ITEMS

ADOPTION OF OCTOBER 12, 2022  
MEETING MINUTES







# PUBLIC COMMENTS

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# AGENCY UPDATE

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





# HURRICANE RESPONSE

- Two major storms (Ian and Nicole), impacted service days
- Within hours of storm, crews cleared tracks, assessing damage, reinstalling gates
- Hurricane Ian repairs completed in less than 2 weeks
- YTD ridership still 31% higher than 2021







## TRAIN TO THE GAME

### Back By Popular Demand

- Orlando Magic offering 10:30pm service south from Church St
- 30 weekday home games marketed to ticketholders and riders
- Ride SunRail free with game day ticket

**RIDERSHIP +47%  
OVER LAST SEASON**







# STRANGER TRAINS



## RECENT SUCCESS

SunRail partnered with Kissimmee Main Street for Boo! On Broadway, 10/28/22. With extended northbound service at 9pm.

- Over 800 families took SunRail to and from the event
- 3,000 goodie bags with safety information were handed out during the event





# FESTIVE FRIDAYS

- Extended southbound service **EVERY** Friday from 11/25 – 12/30
- Promoting local events, dining, and rail safety
- **INCREDIBLE** community partnerships with giveaways and prizes
  - Gift cards from Park Ave and Downtown Kissimmee areas
  - Cure Bowl tickets
  - SunRail promotional items
- Holiday Foodie Tour social media campaign promotes riding SunRail to local restaurants within walking distance of stations



**FOLLOW US!**



**@RideSunRail**





# SEMINOLE STATE SUNRAIL CONNCECTION

DECEMBER 11, 2022



# SEMINOLE STATE LYNX ROUTE

- Banners and directional signage in Seminole State colors to highlight the station and bus stop

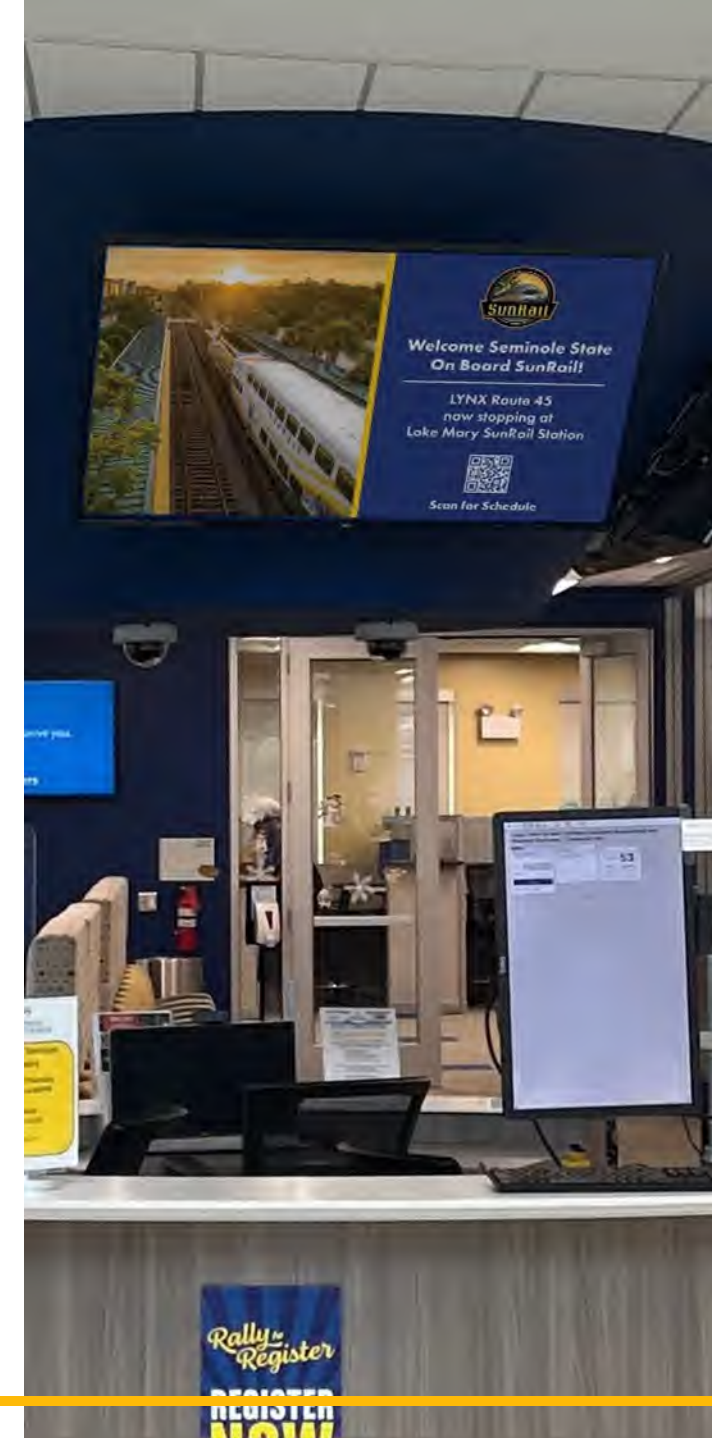






# SEMINOLE STATE LYNX ROUTE

- Information signs with QR codes to the schedule, will be placed on digital screens throughout the school and at the bus stop in front of student services.





# PHASE 2 NORTH EXPANSION TO DELAND

- Station Construction begins in Q1 of 2023
- Groundbreaking event development underway
- Public Outreach progresses in regards to construction and traffic alerts
- DeLand Stakeholder planning and engagement continues
- Revenue Service beginning late Spring 2024







# PTC SUCCESS

- Year to Date\* PTC Active Operating Percentage:
  - SunRail 99.8%
  - CSX 99.8 %
  - AMTRAK 99.6%

\*Through November 2022



# PTC SUCCESS

Year to Date PTC Active  
Operating Percentage:

AWAITING DECEMBER  
INFO

- SunRail 99.5%
- CSX 99.7 %
- AMTRAK 99.6%

Through August 31, 2022



# 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
<b>OPERATING COSTS SUBTOTAL</b>

Feeder Bus Expenses
Capital Maintenance
Consultant Support

**TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND  
CONSULTANT SUPPORT**

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

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

**\$ 80,705,000**

YEAR TO DATE NOVEMBER 30, 2022	
BUDGET	ACTUAL
\$ 4,477,083	\$ 4,405,565
\$ 6,772,917	\$ 6,735,668
\$ 562,500	\$ 454,713
\$ 379,167	\$ 377,560
\$ 870,833	\$ 1,030,217
\$ 1,458,333	\$ 1,844,336
\$ 1,458,333	\$ 1,333,798
\$ 5,000,000	\$ 3,850,920
\$ 875,000	\$ 591,736
\$ 2,083	\$ 1,543
\$ 31,250	\$ 26,660
\$ 12,500	\$ 8,580
\$ 16,667	\$ 5,550
\$ 4,167	\$ -
\$ 125,000	\$ -
\$ 3,958,333	\$ 3,904,513
\$ 916,667	\$ 1,143,349
\$ 26,920,833	\$ 25,714,709

\$ 625,000	\$ 813,307
\$ 3,706,250	\$ 4,526,005
\$ 5,083,333	\$ 4,213,377

**\$ 36,335,417      \$ 35,267,398**

# 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
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>

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
5,000,000
5,000
5,000
30,000
40,000
10,000
\$ 300,000
\$ 9,500,000
\$ 2,200,000
\$ 57,610,000

AWAITING DECEMBER  
INFO

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

<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>
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<b>\$ 80,705,000</b>
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<b>\$ 13,450,833</b>	<b>\$ 14,280,864</b>
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# FY 22/23 OPERATING BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	YEAR TO DATE NOVEMBER 30, 2022	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,200,000	\$ 916,667	\$ 800,216
CSX usage fees	\$ 3,850,000	\$ 1,604,167	\$ 1,691,495
Amtrak usage fees	\$ 956,000	\$ 398,333	\$ 414,489
FCEN usage fees	\$ 21,500	\$ 8,958	\$ 11,854
Right-of-way lease revenue	\$ 125,000	\$ 52,083	\$ 69,670
Ancillary revenue	\$ 235,000	\$ 97,917	\$ 186,424
<i>Subtotal - System revenue</i>	<i>\$ 7,387,500</i>	<i>\$ 3,078,125</i>	<i>\$ 3,174,147</i>
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
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 41,415,869</b>	<b>\$ 37,106,494</b>	<b>\$ 37,202,516</b>

# 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	\$ 850,000	\$ 641,667	\$ 909,372
Amtrak usage fees	\$ 100,000	\$ 159,333	\$ 191,338
FCEN usage fees	\$ 3,583	\$ 3,583	\$ 6,256
Right-of-way lease revenue	\$ 20,833	\$ 20,833	\$ 31,865
Ancillary revenue	\$ 39,167	\$ 39,167	\$ 21,323
<i>Subtotal - System revenue</i>	<i>\$ 3,500,000</i>	<i>\$ 1,231,250</i>	<i>\$ 1,536,201</i>
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
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 41,415,869</b>	<b>\$ 35,259,619</b>	<b>\$ 35,564,570</b>

AWAITING DECEMBER  
INFO





# 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>	<b>21</b>	<b>21</b>	<b>23</b>	<b>21</b>	<b>20</b>	<b>23</b>	<b>21</b>	<b>21</b>	<b>22</b>	<b>21</b>	<b>23</b>	<b>21</b>	<b>258</b>
Sanford	233	237	258	225	259	246	289	261	258	268	252	272	255
Lake Mary	61	59	63	64	63	70	59	71	77	79	73	81	68
Longwood	60	63	58	53	53	61	65	61	58	62	71	74	62
Altamonte Springs	108	100	92	103	109	123	105	132	123	142	148	138	119
Maitland	12	13	14	15	13	19	21	17	17	19	16	15	16
Winter Park	233	236	260	231	240	256	225	234	256	268	276	301	251
AdventHealth	285	270	288	243	286	313	324	347	321	305	298	308	299
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	24	19	25	25	23	24	25	28	26	33	29	18	25
Sand Lake Road	157	181	167	150	162	183	192	183	184	183	184	181	176
Meadow Woods	92	86	81	49	104	100	99	110	115	103	111	123	98
Tupperware	12	14	12	17	16	17	14	16	18	17	14	17	15
Kissimmee Intermodal													-
Poinciana	6	4	4	6	5	8	5	6	6	6	7	6	6
<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>1,420</b>	<b>1,423</b>	<b>1,466</b>	<b>1,459</b>	<b>1,485</b>	<b>1,479</b>	<b>1,534</b>	<b>1,389</b>
Percent change from FY 21 to FY 22	47%	8%	15%	5%	30%	26%	40%	31%	49%	45%	29%	25%	28%



# LYNX CONNECTIVITY

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area													
SUNRAIL STATION	Fiscal Year 2023												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Days of Operation	21												21
Sanford	284												284
Lake Mary	73												73
Longwood	73												73
Altamonte Springs	157												157
Maitland	11												11
Winter Park	295												295
Florida Hospital/Health Village	314												314
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	19												19
Sand Lake Road	167												167
Meadow Woods	143												143
Tupperware	16												16
Kissimmee Intermodal													-
Poinciana	3												3
Total - All Stations	1,555												1,555
Percent change from FY 22 to FY 23	21%												21%

AWAITING DECEMBER INFO

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	October		Change	% Change
	FY22	FY23		
18	17,577	20,479	2,902	17%
418	3,560	4,256	696	20%
155	610	641	31	5%
306	1,475	1,996	521	35%
604	128	253	125	98%
631*	365	N/A	N/A	N/A
632*	111	N/A	N/A	N/A
831*	17,577	20,479	2,902	17%

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



# VOTRAN CONNECTIVITY

June – August 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	23	21	21	22	20	23	20	256
Total Monthly Ridership	670	684	709	678	570	694	583	585	594	562	672	370	7,371
Avg Daily Ridership	32	33	31	32	29	30	28	28	27	28	29	19	29
Activity at DeBary Station	Fiscal year 2023												Annual Daily Average
	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	
Days of Operation	21	20	22										63
Total Monthly Ridership	752	662	734										2,148
Avg Daily Ridership	36	33	33										34

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

ALAN DANAHER



Project Status  
Update

January 11, 2023

2:00 pm

Technical Advisory  
Committee  
Meeting



# SunRail Transition Plan Consulting Services



# Meeting Agenda



Major Transition Plan Recommendations  
& Transition Schedule



TAC Comments

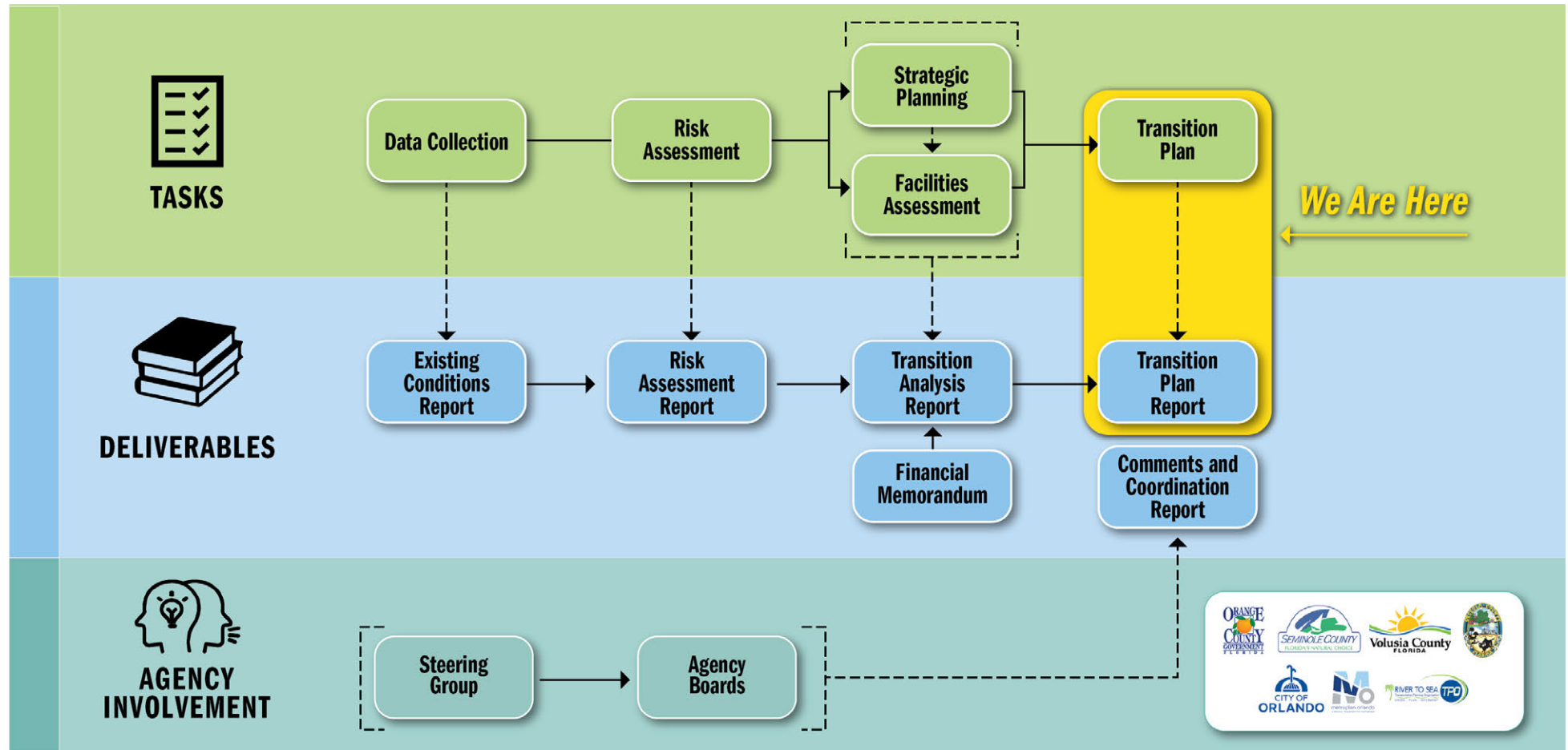


Discuss Next Steps and Timeline





# Transition Study Process – Current Status



# Introduction

Transition Analysis Summary



## Transition Plan Structure

- *Overall framework*
- *Selected model at time of transition*
- *Transition Implementation Process – Steps to selected model*

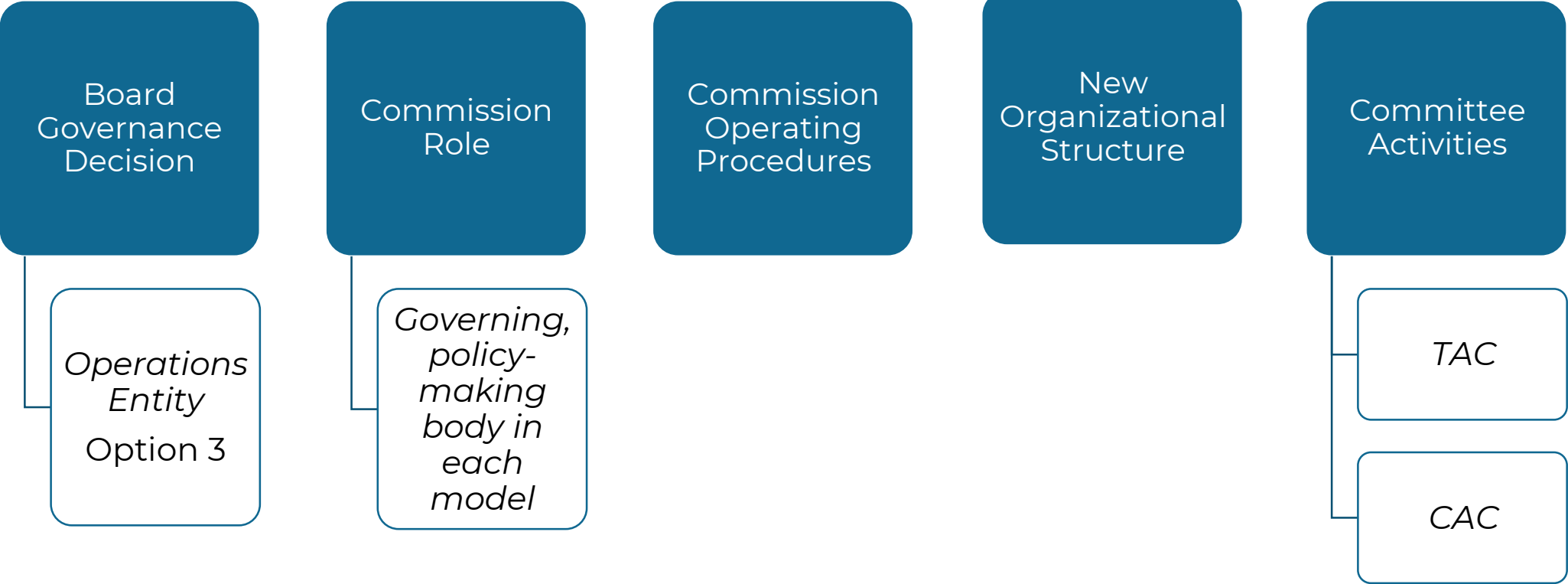


# Transition Plan Organization





# Governance



# Governance

With Option 3 selected, SunRail will be contracted to another agency.

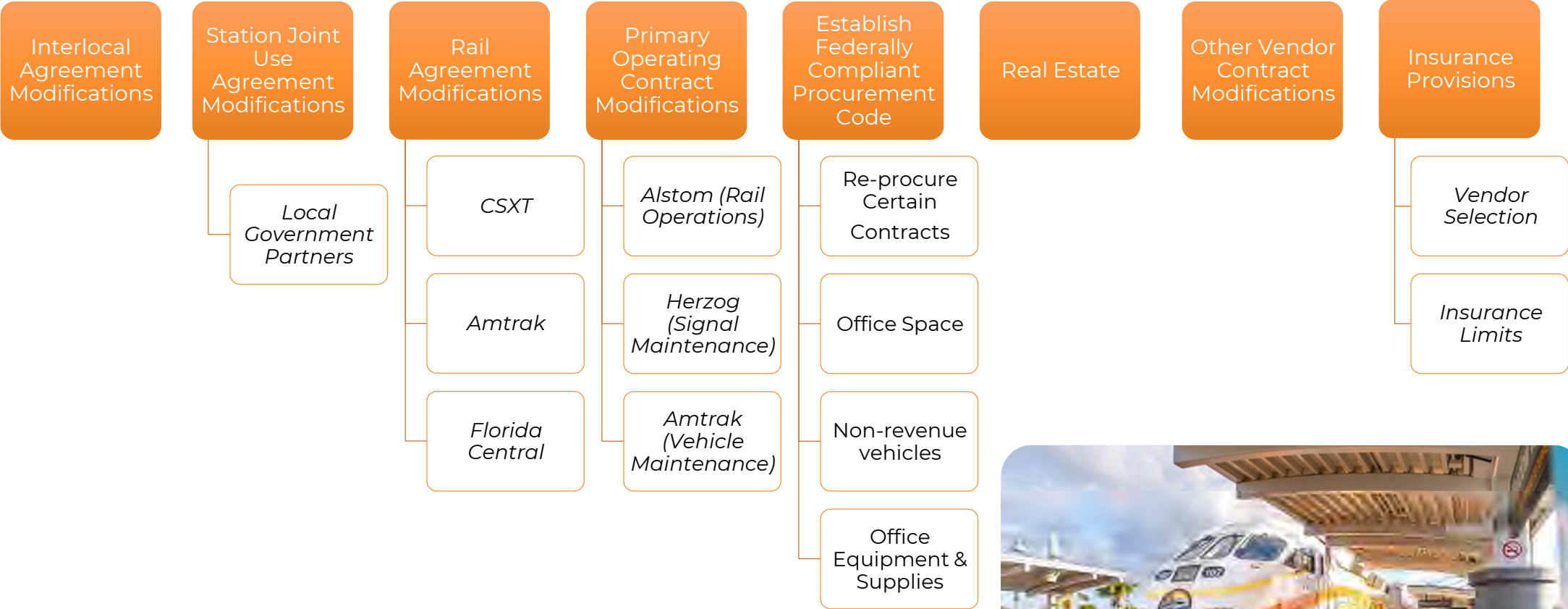
Key functions will be managed by that agency within its existing structure. In this case, many of the actions called for in the plan, will be completed by that agency on behalf of the commission.

Some examples:

- Adoption of a contract administration system and implementation of a procurement policy.
- Creation of a risk management program.



# Agreements, Contracts and Procurement





# Financial



## Local Funding Partner Participation

- Overview
- Estimated revenue sources
- Operating support
- Capital maintenance



## Establish Compliant Accounting System

- Establish payables/receivables function



## Establish Budget Function



## Secure FTA Designated Grantee Status

- Create grant management function/process



## Create Monitoring/Reporting/Audit Process

- Financial systems
- Grant funding

# Funding Partner Share Update Process

## Resolution of Cost Responsibility

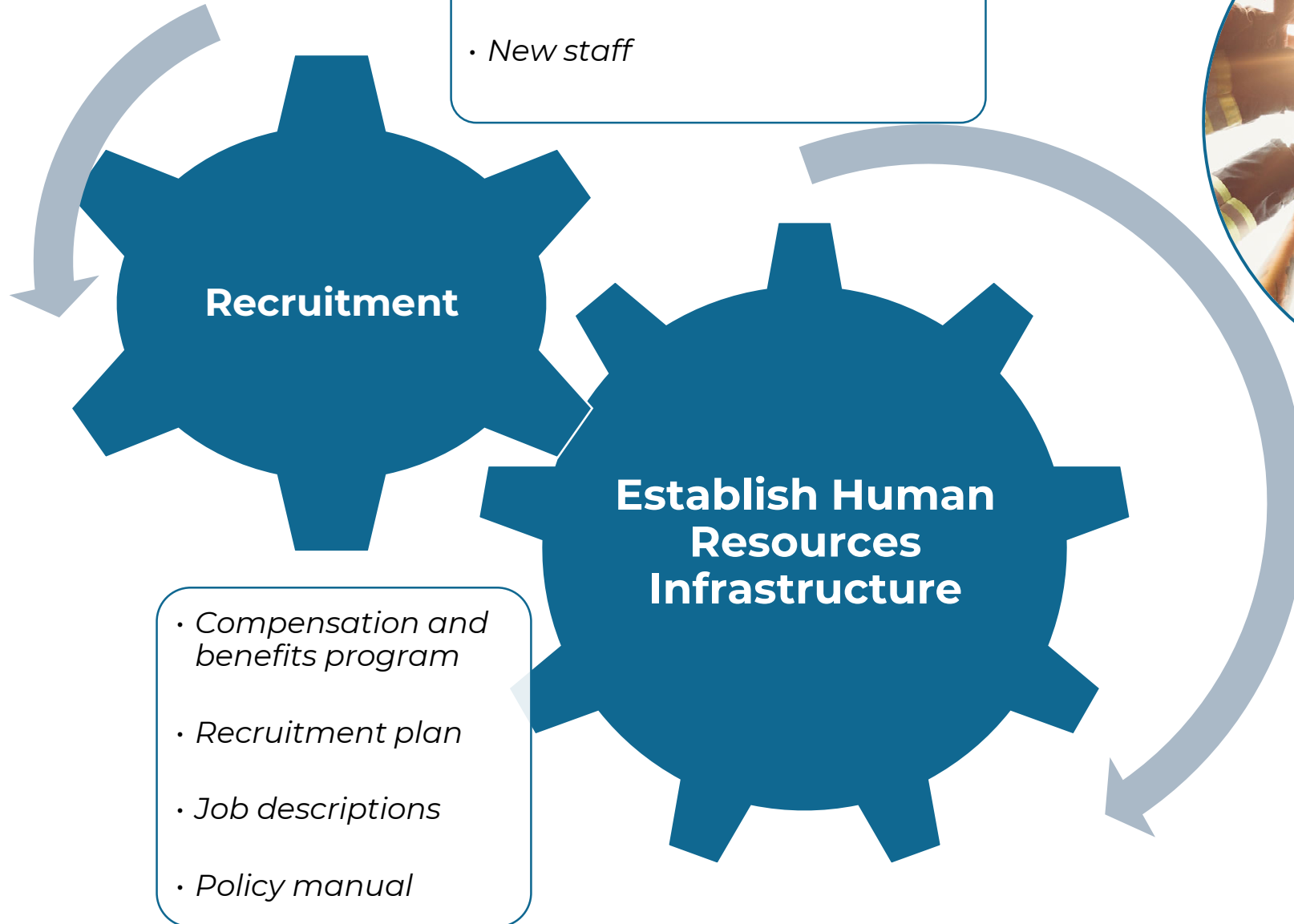
- PTC Operations & Maintenance
- ROW/Fiber Leases

## Monitoring of Operating & Maintenance Costs on Annual Basis

## Updated Funding Partner Share Calculation (during transition based on ridership parameters)



# Staffing



# Information Technology

**Create IT Policies**

*Procure  
hardware and  
software*

**Establish Document  
Management and  
Control Protocols**

**Develop  
Commission  
Support**





# Capital Delivery

1

## **Fare System Acceptance**

*Develop evaluation criteria*

*Independent review of new fare system before acceptance*

2

## **Update Other State of Good Repair Assessment for System Acceptance**

3

## **Update and Adopt 5-Year Capital Improvement Program from FDOT**

4

## ***Input from State of Good Repair assessment***



# Service Delivery

## Establish Reporting Systems Performance Metrics & Goals



## Monitor Feeder Bus Provisions



- LYNX
- Votran

## Customer Service



*Communications  
platform*

## Marketing



*Potential new  
strategies*

# Risk Management Program

Entity coverage

Broker selection and policy  
procurement

Establishment of a Self-Insurance  
Fund

Integration with Risk Management  
Department of new Operating Entity



# Transition Implementation Program

Early Action Items

1<sup>st</sup> Year

2<sup>nd</sup> Year

Transition date

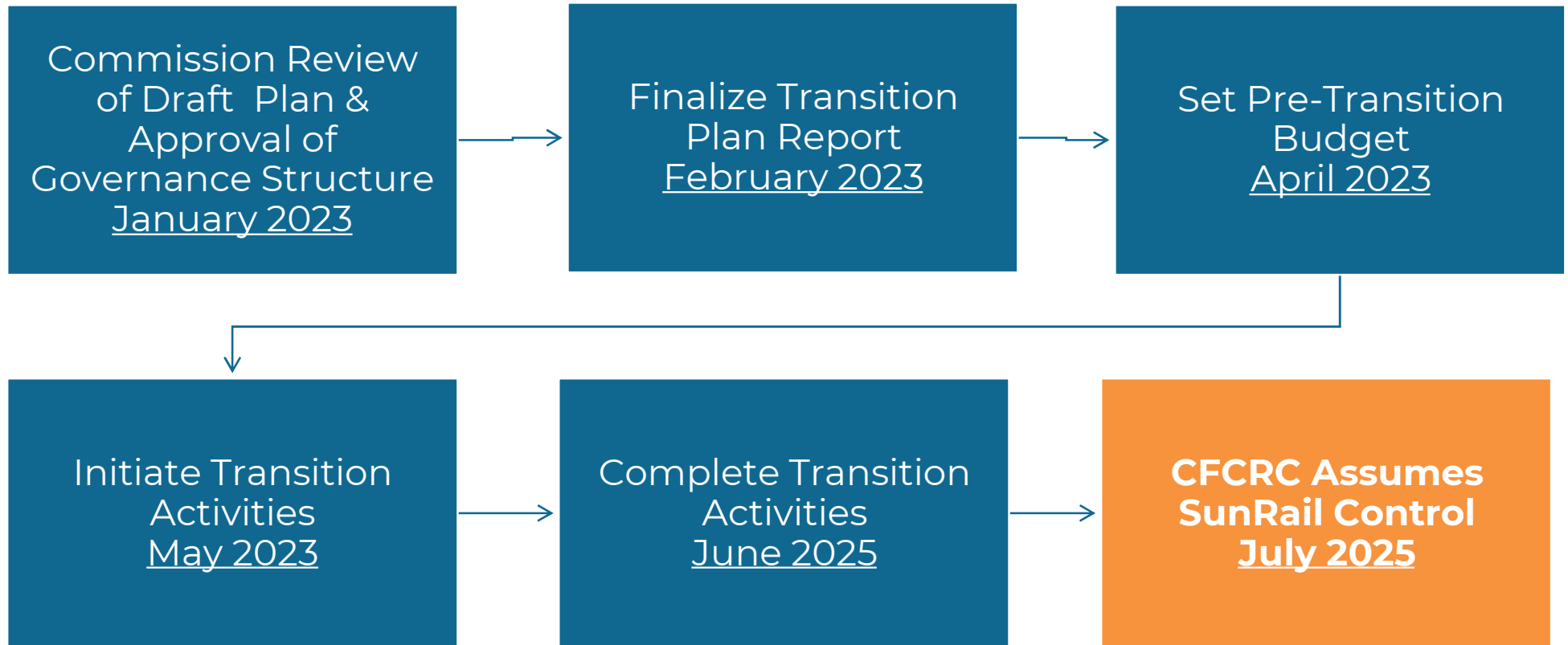
July 1, 2025

12 months after current estimate of Phase 2 North completion





# Proposed Next Steps



# Discussion/Questions



# SUNSHINE CORRIDOR UPDATE

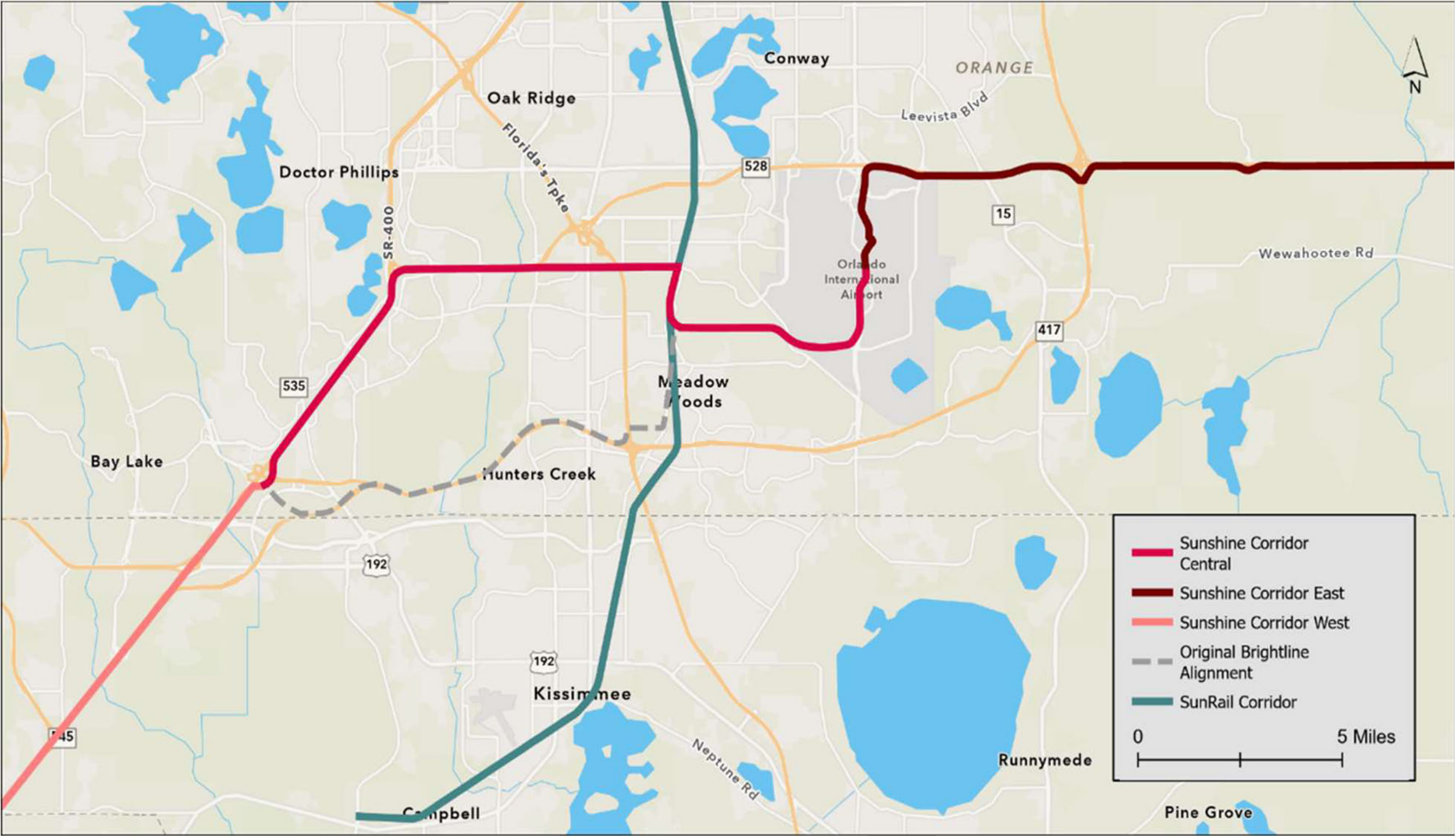
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# **Sunshine Corridor TAC Update 1.11.2023**



# Recent Program Meetings

- In-person workshop: November 18<sup>th</sup> at LYNX
- FDOT, FRA and Nevada DOT Coordination Meeting: November 21<sup>st</sup>



# Ridership Study Update

- Base case scenario was completed in October
  - Revisions
    - LYNX Bus Service Changes
    - New employment information from I-Drive
- Alternative analysis – currently working through various scenarios

# FRA Federal-State Partnership Grant

- FY22 NOFO was released on December 7<sup>th</sup>
- Applications are due by 5:00 pm on March 7, 2023
- The total funding available for awards = \$2,283,150,000
- There is a minimum 20% non-federal share from public or private sector entities
- Project with operational independence or components of a project that can be completed during the funding authorization period are encouraged
- The grant is focused on intercity rail - limited ability to support commuter rail



# Next Steps

- Complete the alternatives for the ridership study
- Transit Concept and Alternatives Review (TCAR)
- Memorandum of Understanding (MOU)
- Fed/State partnership application – due March 7<sup>th</sup>, 2023
- Future agreement to address any CFCRC Corridor impacts
- An operating analysis will be necessary during project development

# Questions?



# COMMITTEE MEMBER COMMENTS

---

# THANK YOU



# NEXT MEETING

APRIL 13, 2023

LYNX Central Station

Administration Building





# SUPPORTING CHARTS AND DATA



# ABOVE AVERAGE

- On-Time 22 Days
- 56 Operating Days
- Ran 2,240 Trains



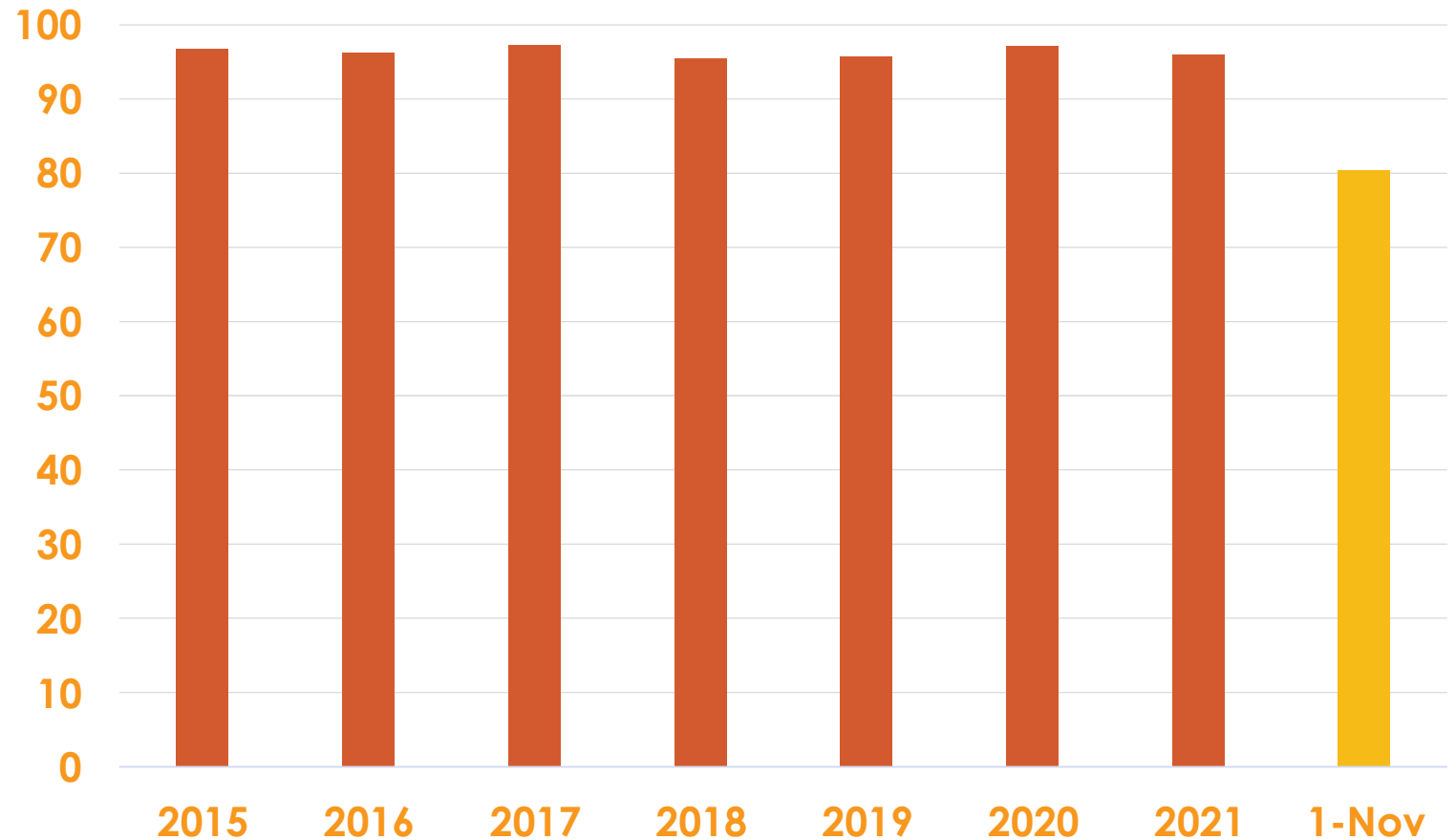
## ON-TIME PERFORMANCE AVERAGE

September 2022 – November 2022

Goal = 95%

Actual = 86.4%

Contract = 98.6%



From inception and current month.

# ABOVE AVERAGE

- On-Time 6 Days
- 22 Operating Days
- Ran 880 Trains



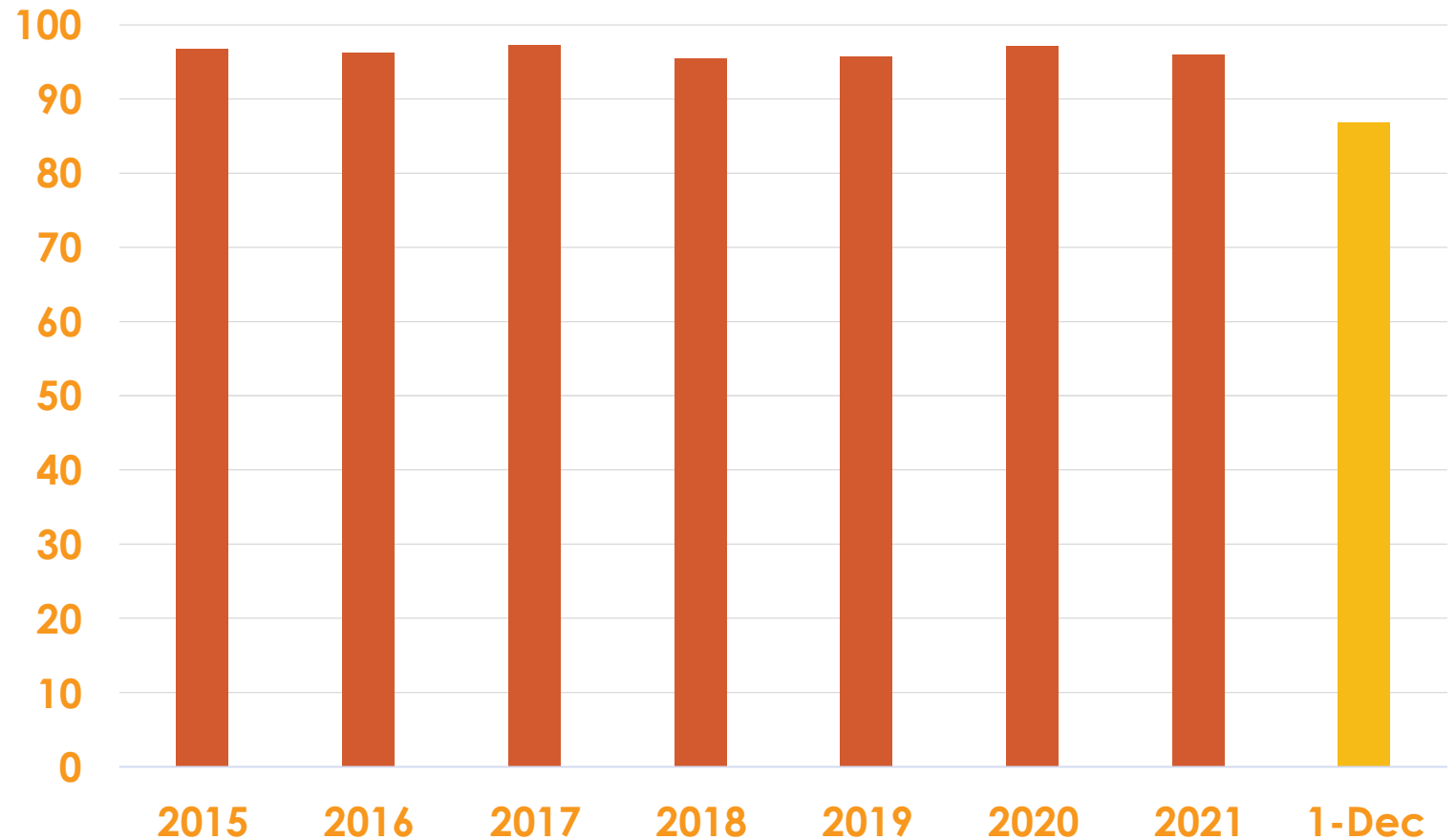
## ON-TIME PERFORMANCE AVERAGE

Dec 2022

Goal = 95%

Actual = 86.9%

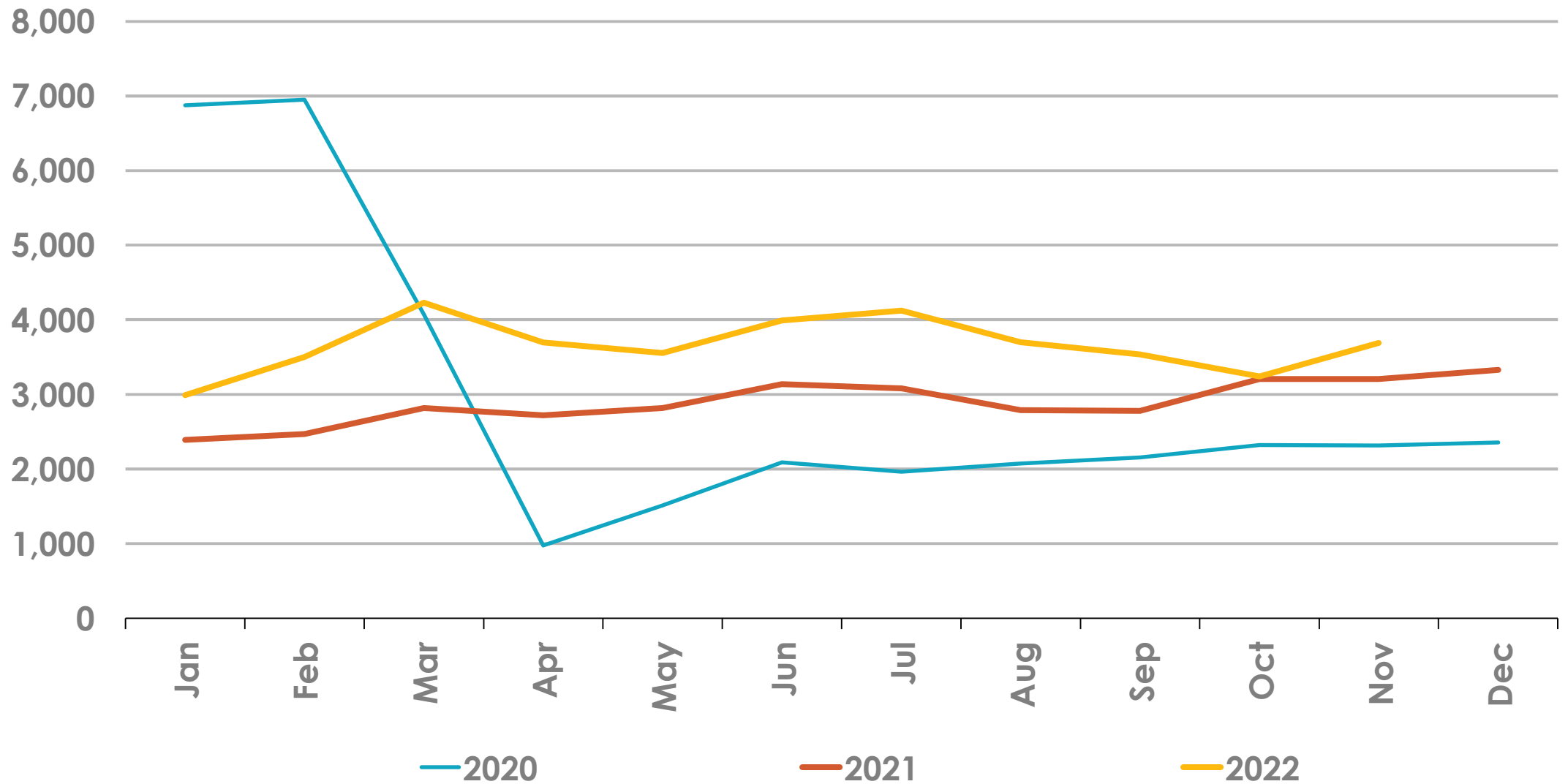
Contract = 98.2%



From inception and current month.

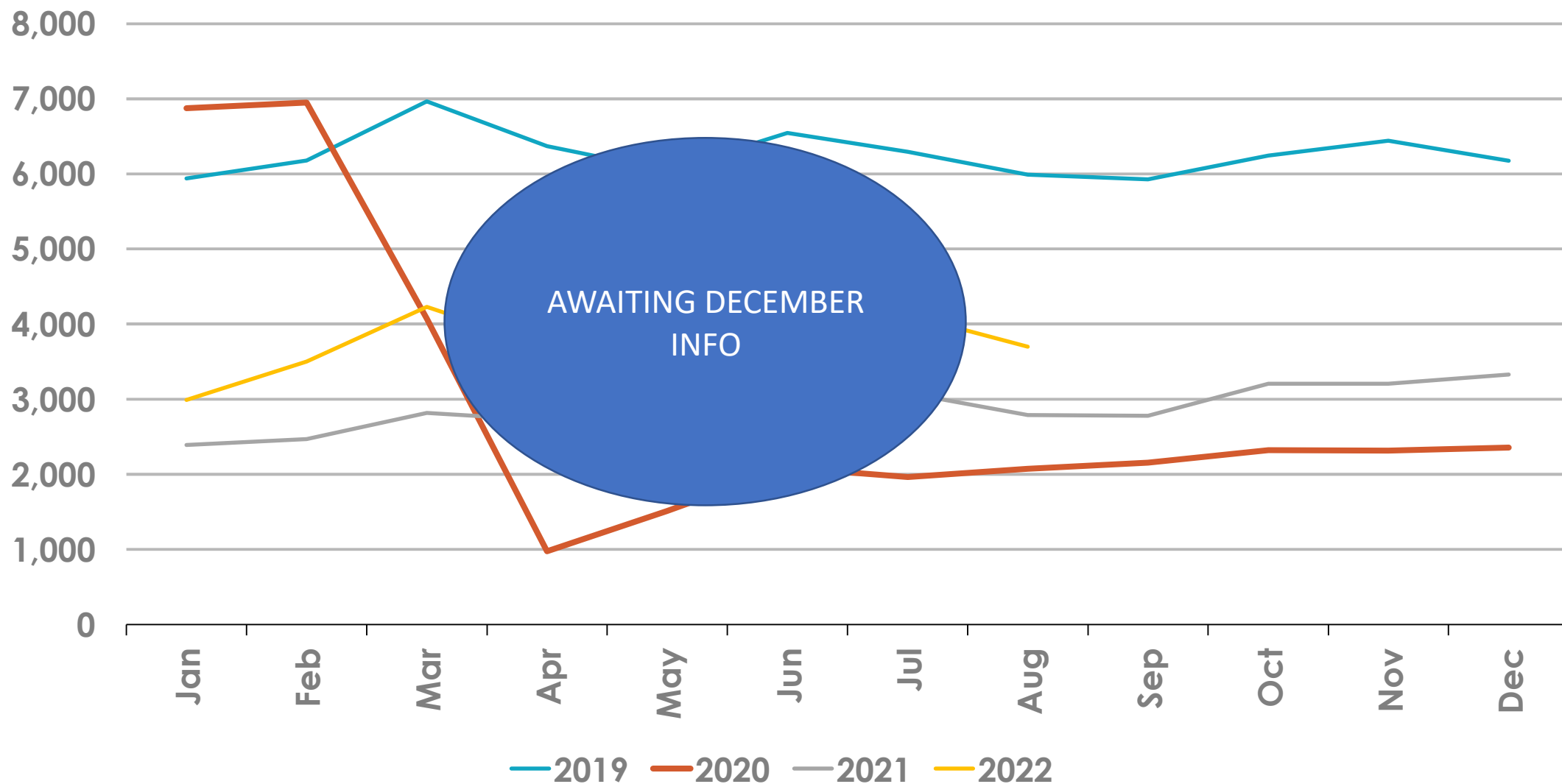
# AVERAGE DAILY RIDERSHIP

Sep – 3,536 | Oct – 3,240 | Nov – 3,691



# AVERAGE DAILY RIDERSHIP

Jun – 3,992 | Jul – 4,125 | Aug – 3,701

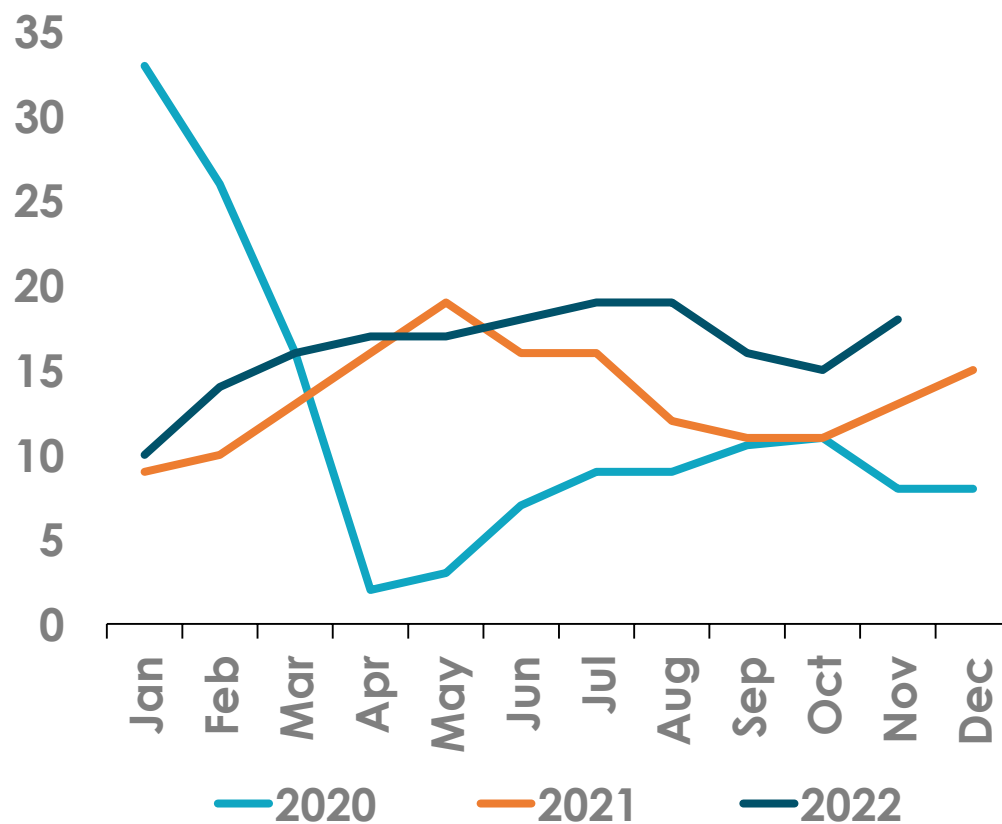




# ONBOARD STATS

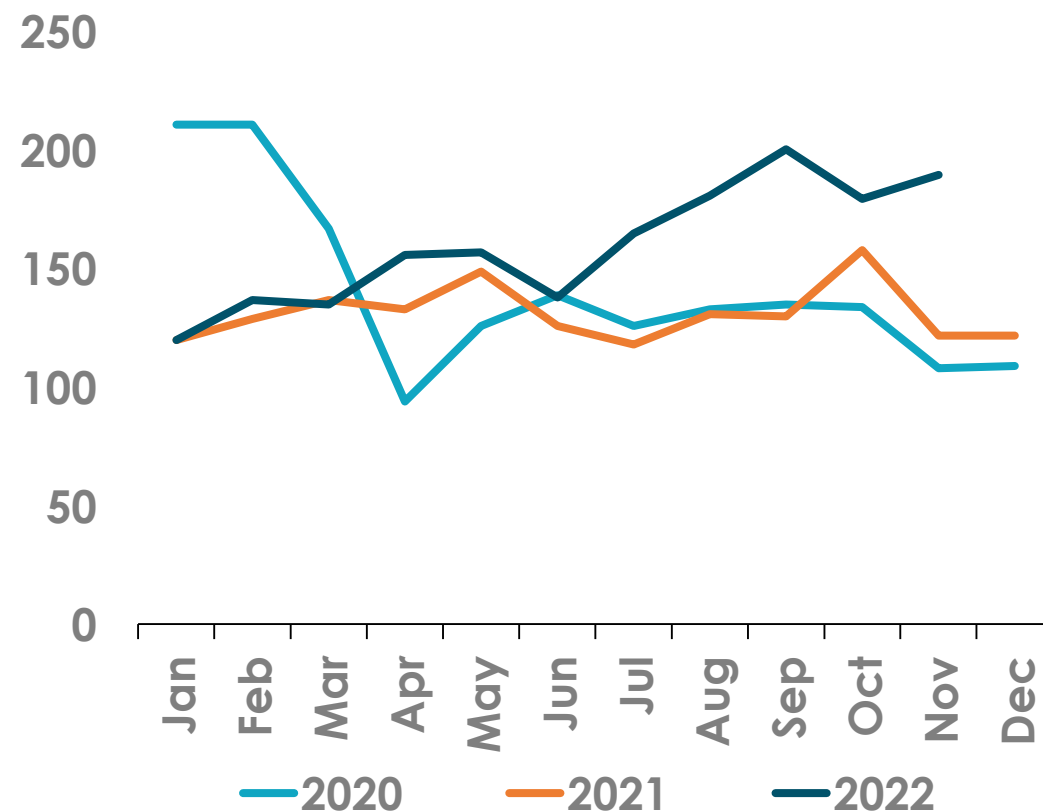
## ADA

Sep-Nov Average: 16



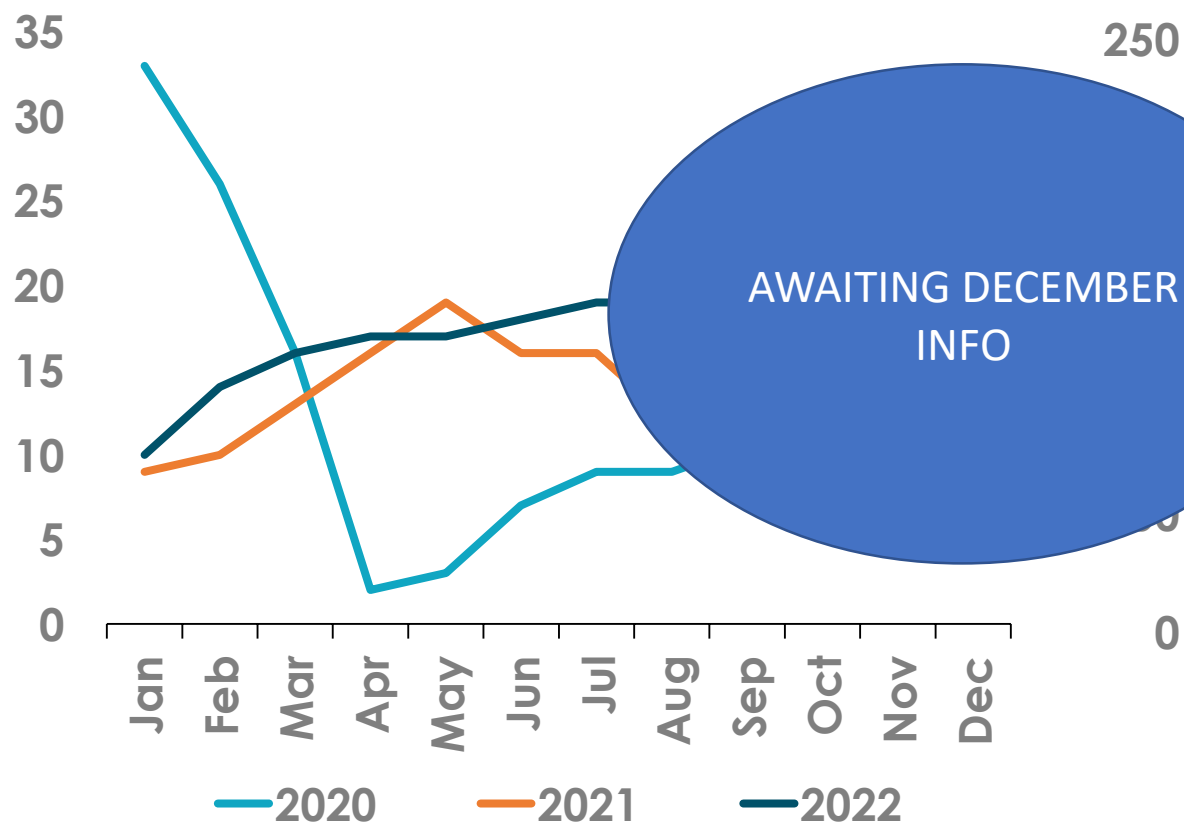
## BICYCLE

Sep-Nov Average: 189



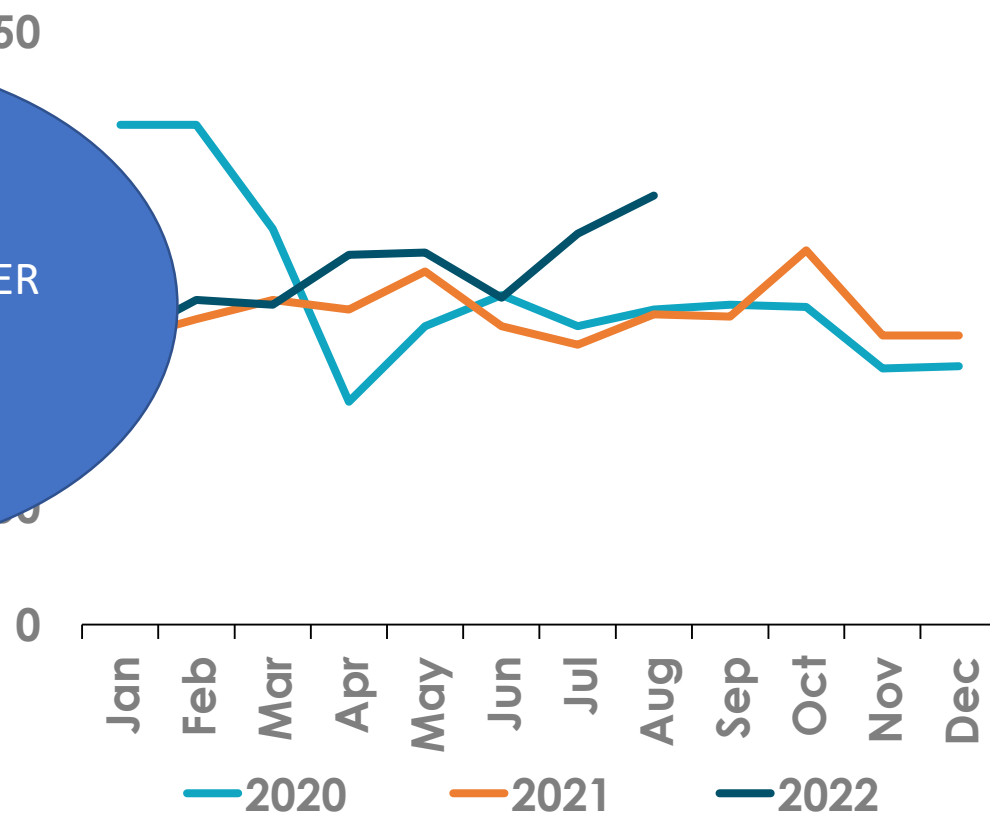
# ADA

Jun – Aug Average: 19



# BICYCLE

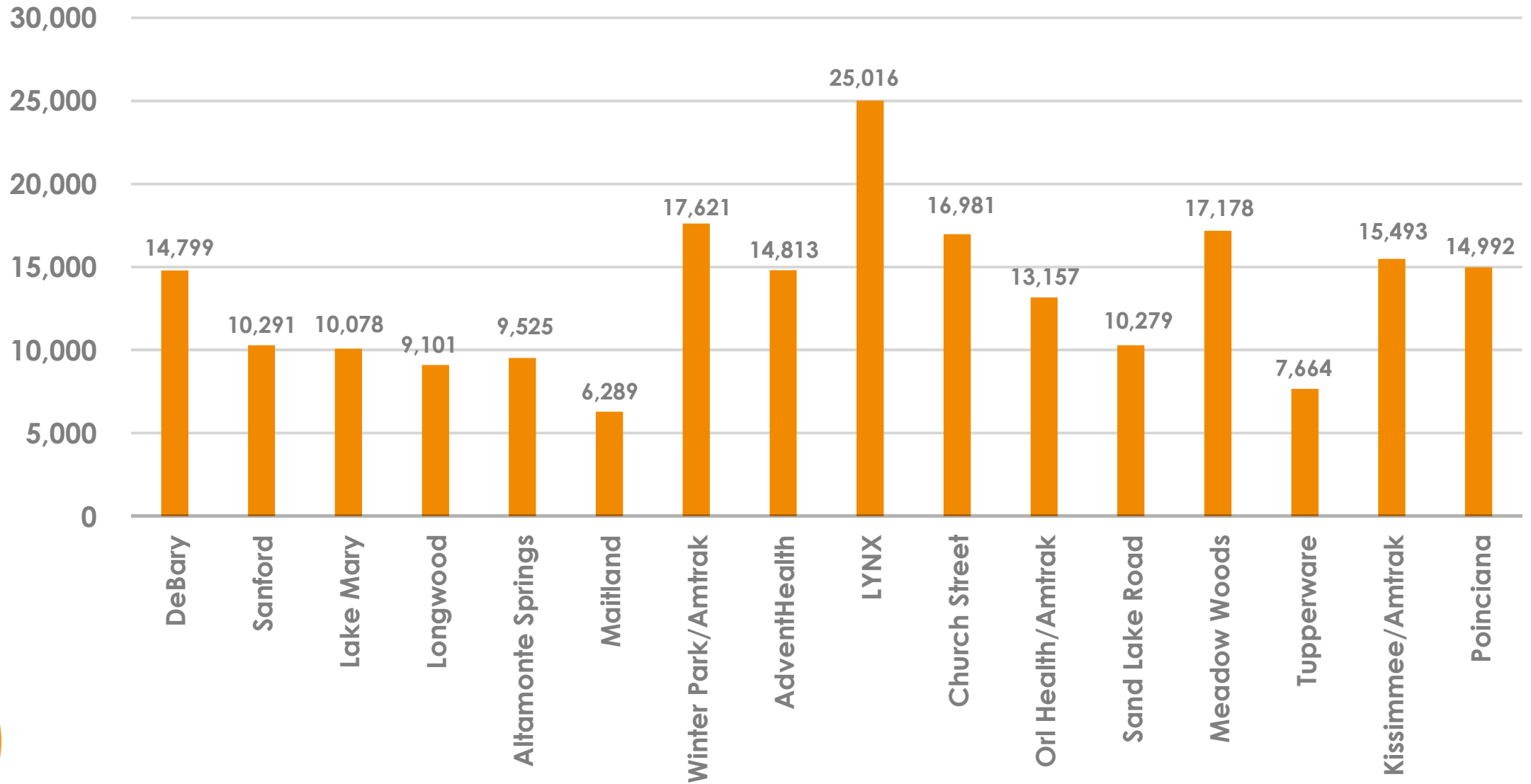
Jun – Aug Average: 162



# BOARDINGS BY STATION



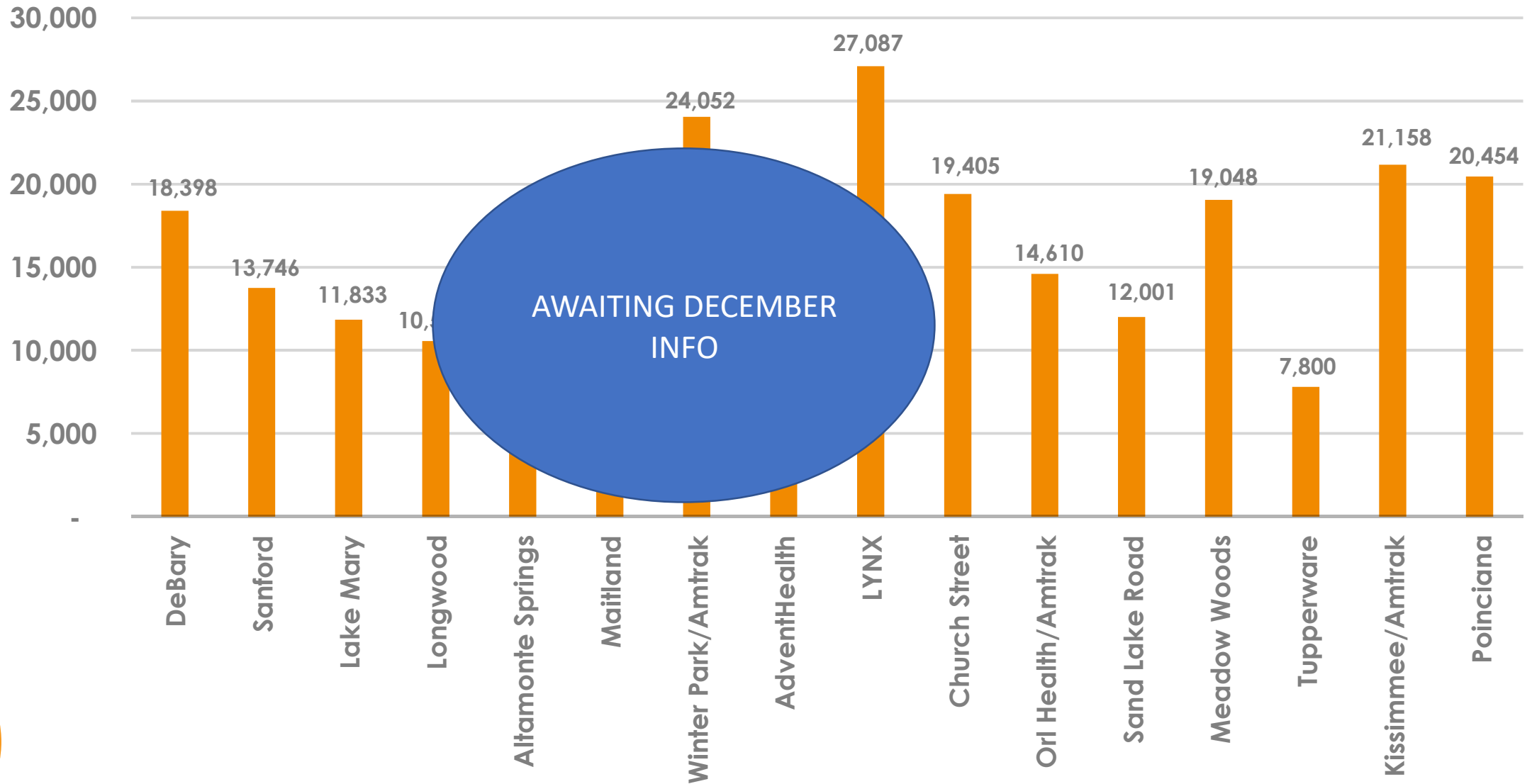
## Ridership September - November 2022



# BOARDINGS BY STATION

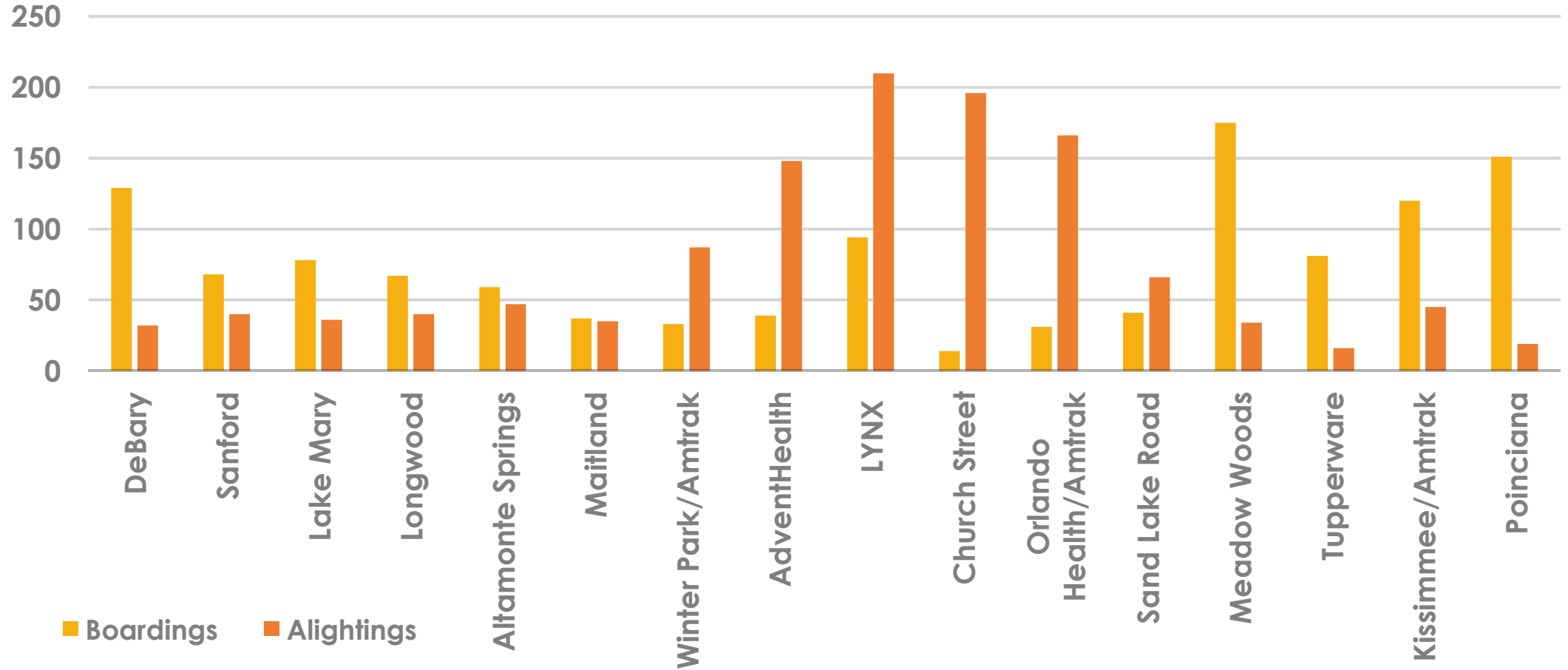


## Ridership June – August 2022



# BOARDINGS & ALIGHTINGS

**AM PEAK**  
**5:45 AM – 8:45AM (NB from Poinciana)**  
**September – November 2022**



Boardings Alightings

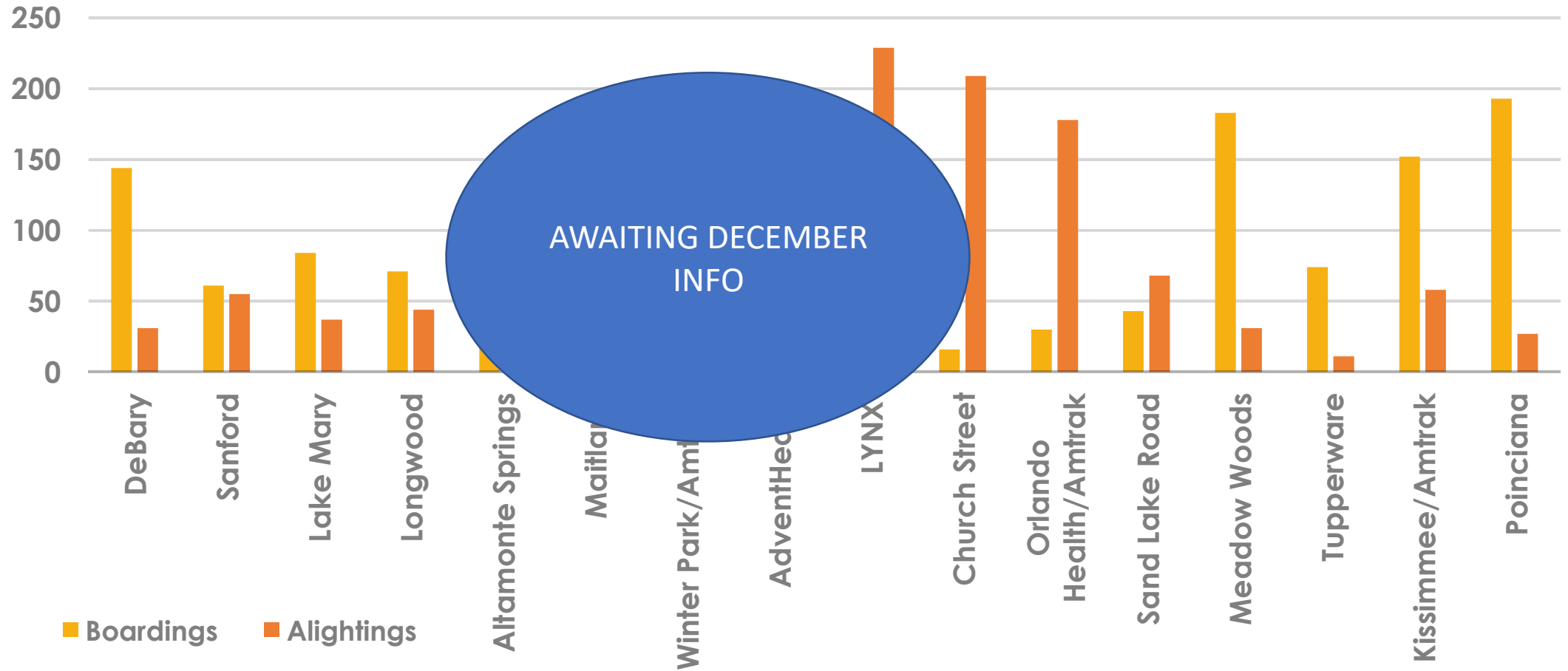




# BOARDINGS & ALIGHTINGS



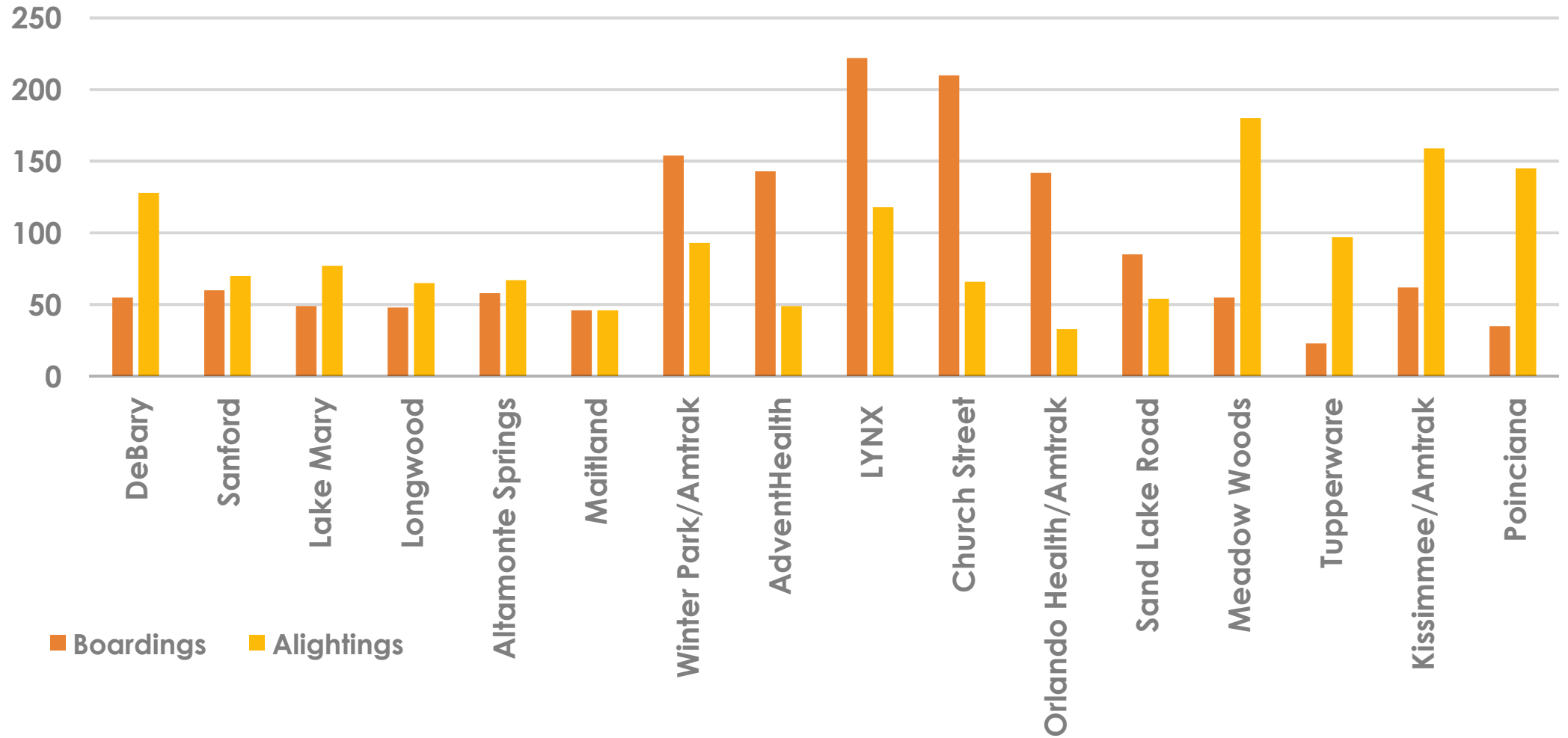
AM PEAK  
5:45 AM – 8:45AM (NB from Poinciana)  
June – August 2022



# BOARDINGS & ALIGHTINGS



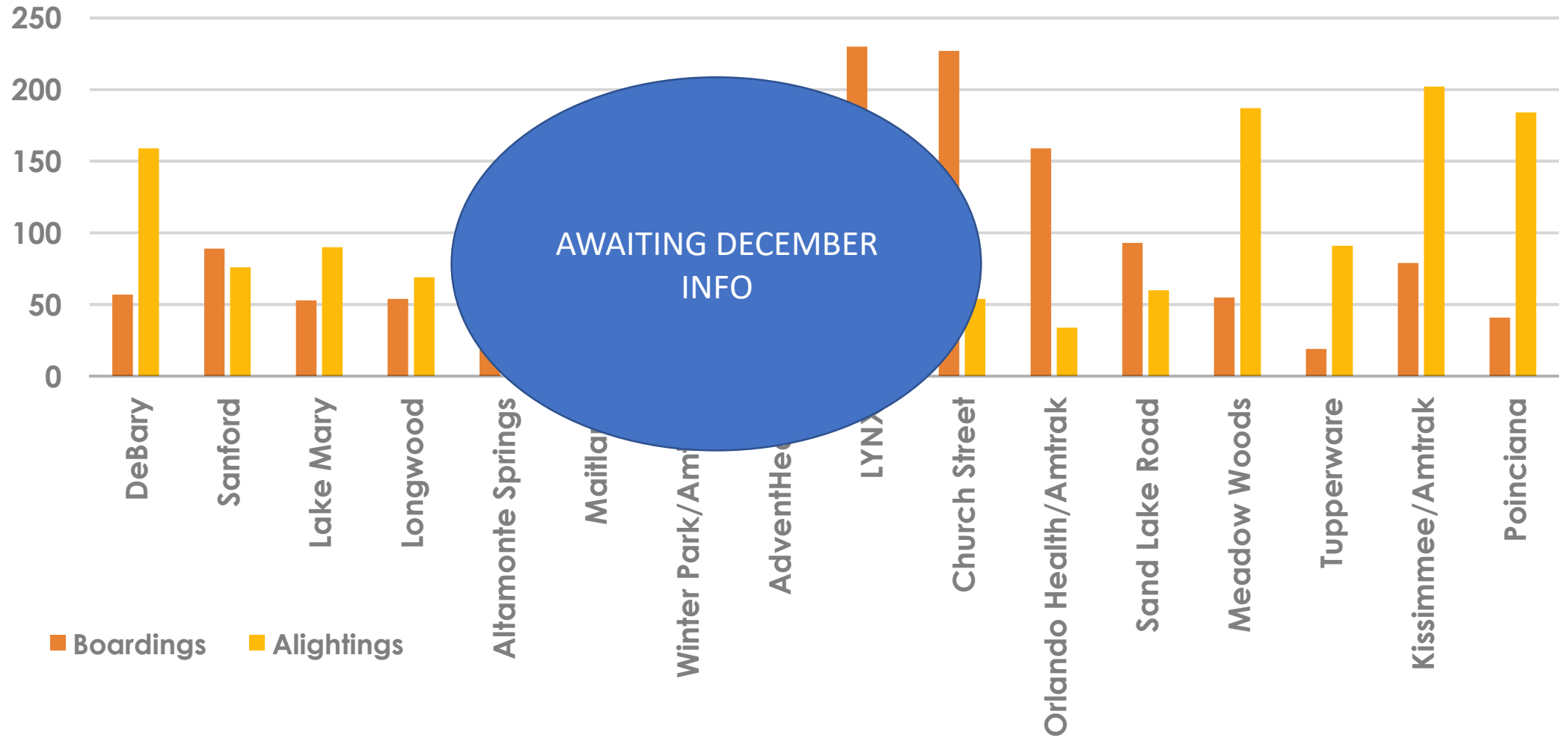
## PM PEAK 3:15 PM – 6:25 PM (NB from Poinciana) September – November 2022



# BOARDINGS & ALIGHTINGS



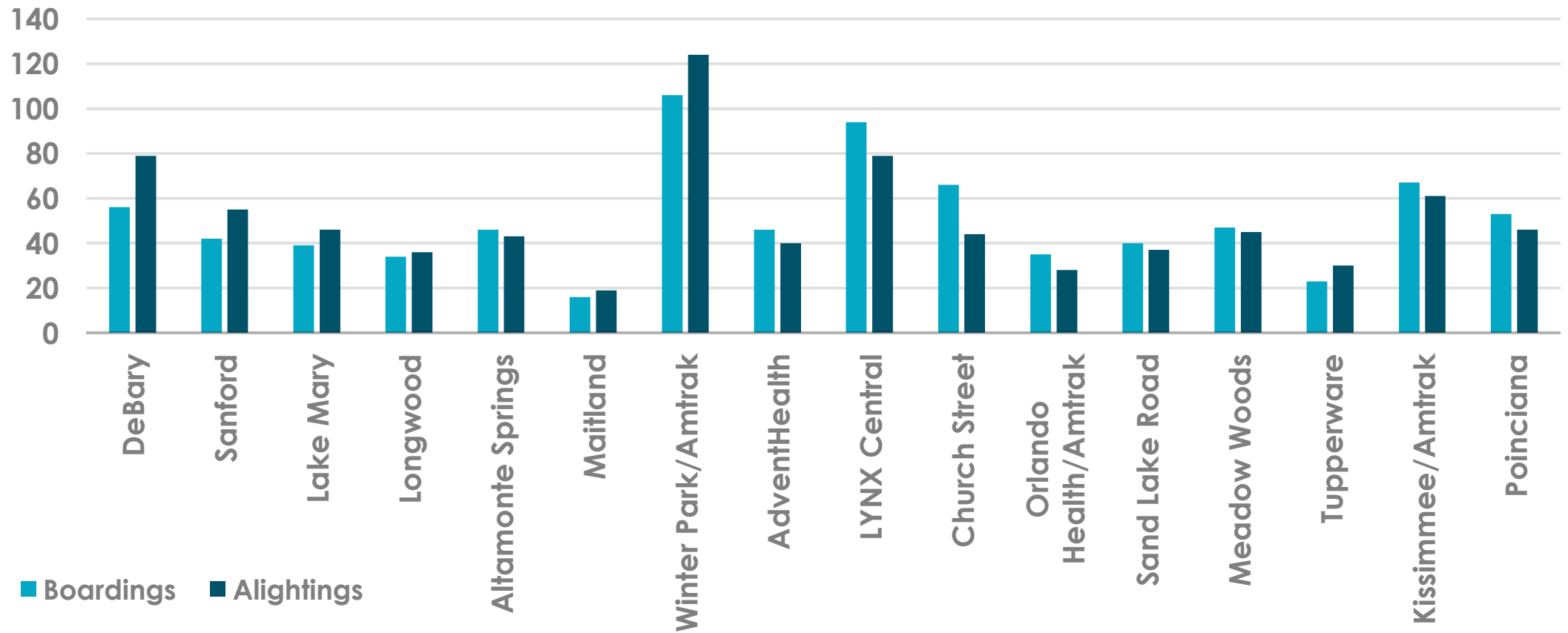
**PM PEAK**  
**3:15 PM – 6:25 PM (NB from Poinciana)**  
**June – August 2022**



# BOARDINGS & ALIGHTINGS



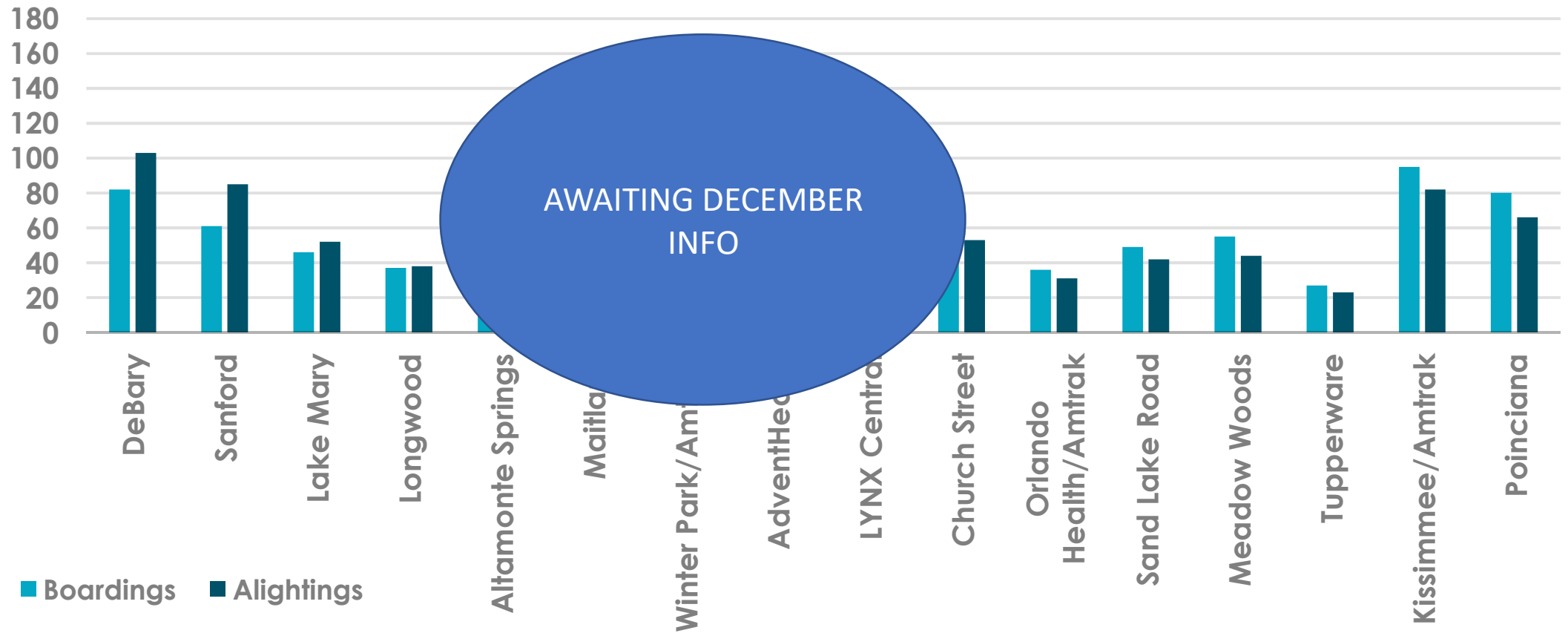
**OFF PEAK**  
**10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)**  
**September - November 2022**



# BOARDINGS & ALIGHTINGS



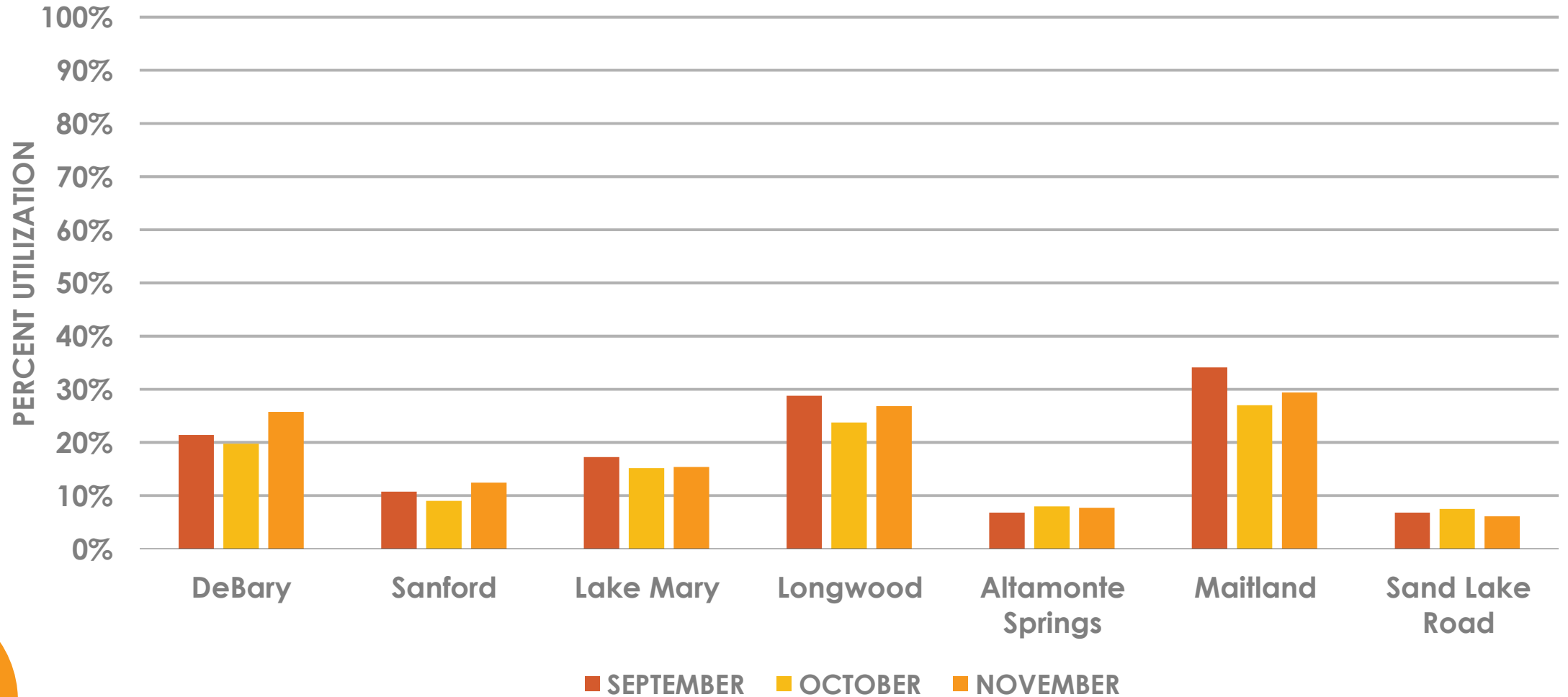
OFF PEAK  
10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)  
June – August 2022





# IOS STATION PARKING

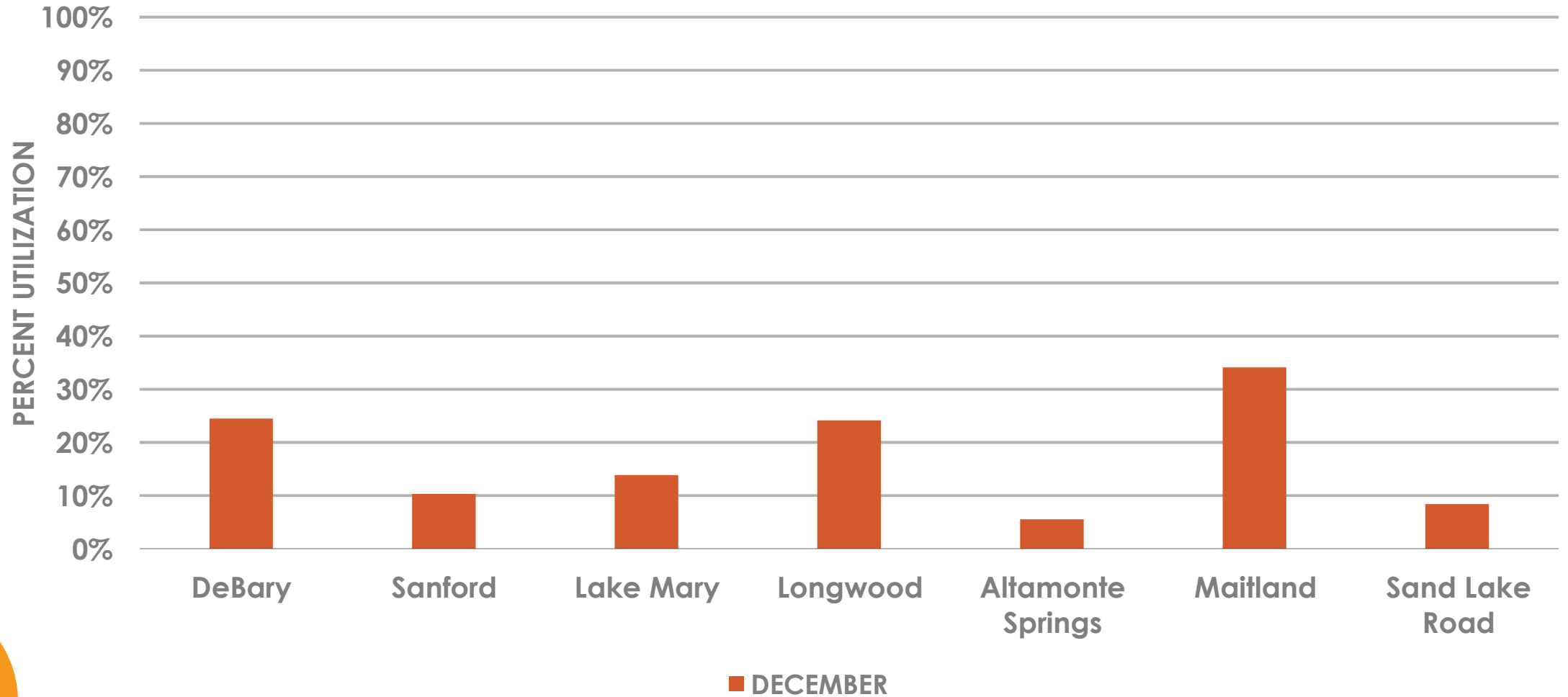
September 2022 – November 2022



# IOS STATION PARKING

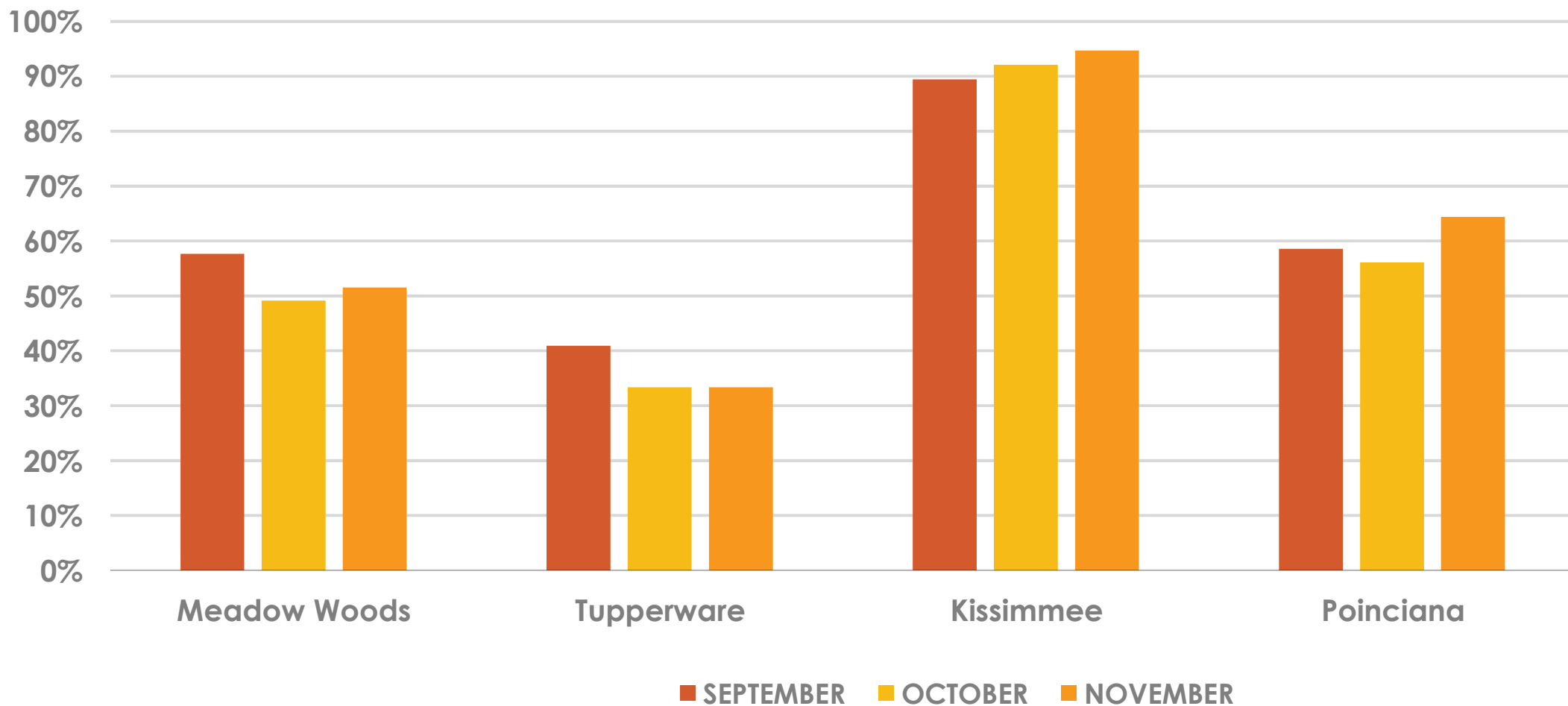


December 2022

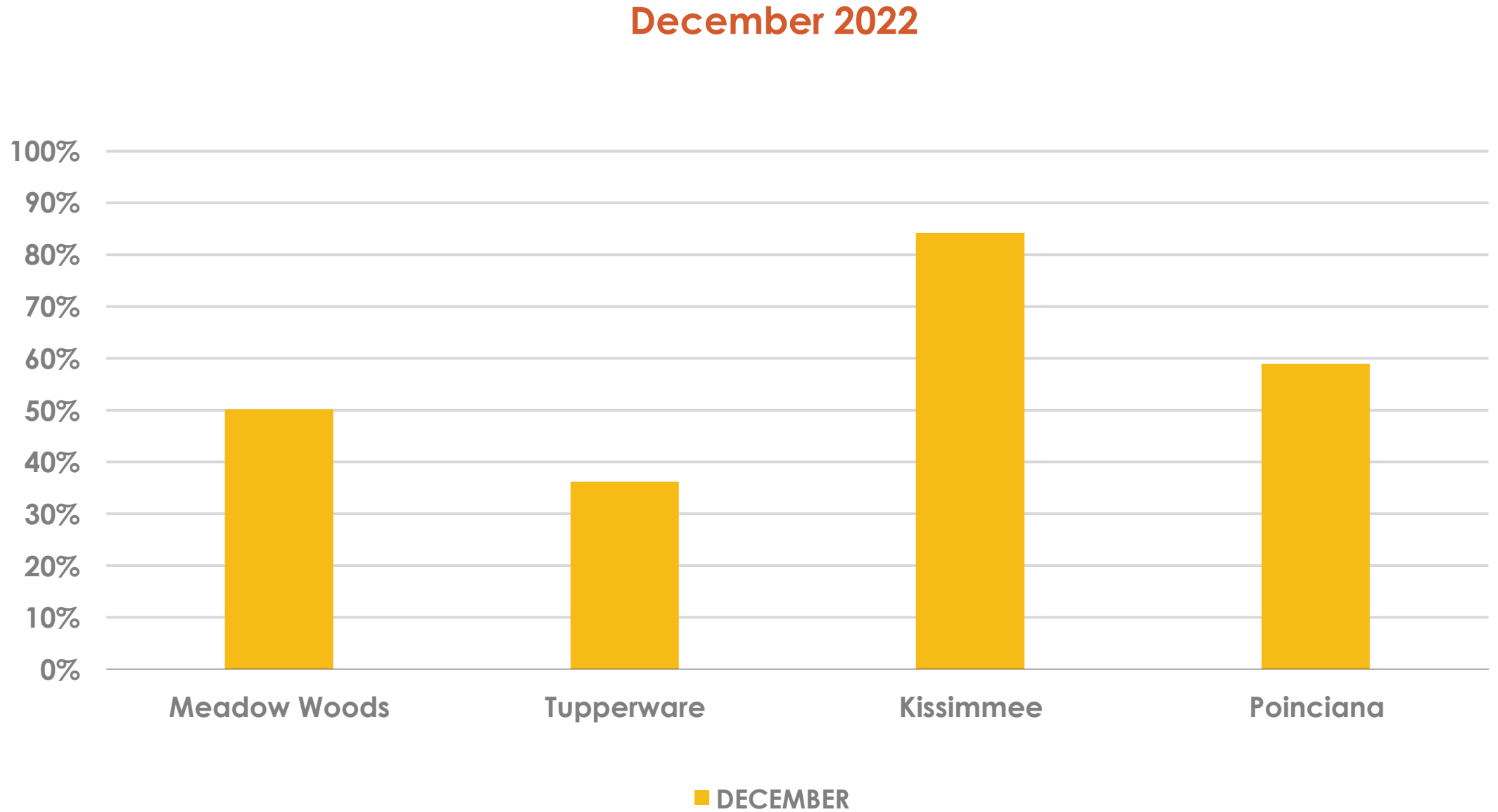


# SOUTHERN EXPANSION STATION PARKING

September 2022 – November 2022



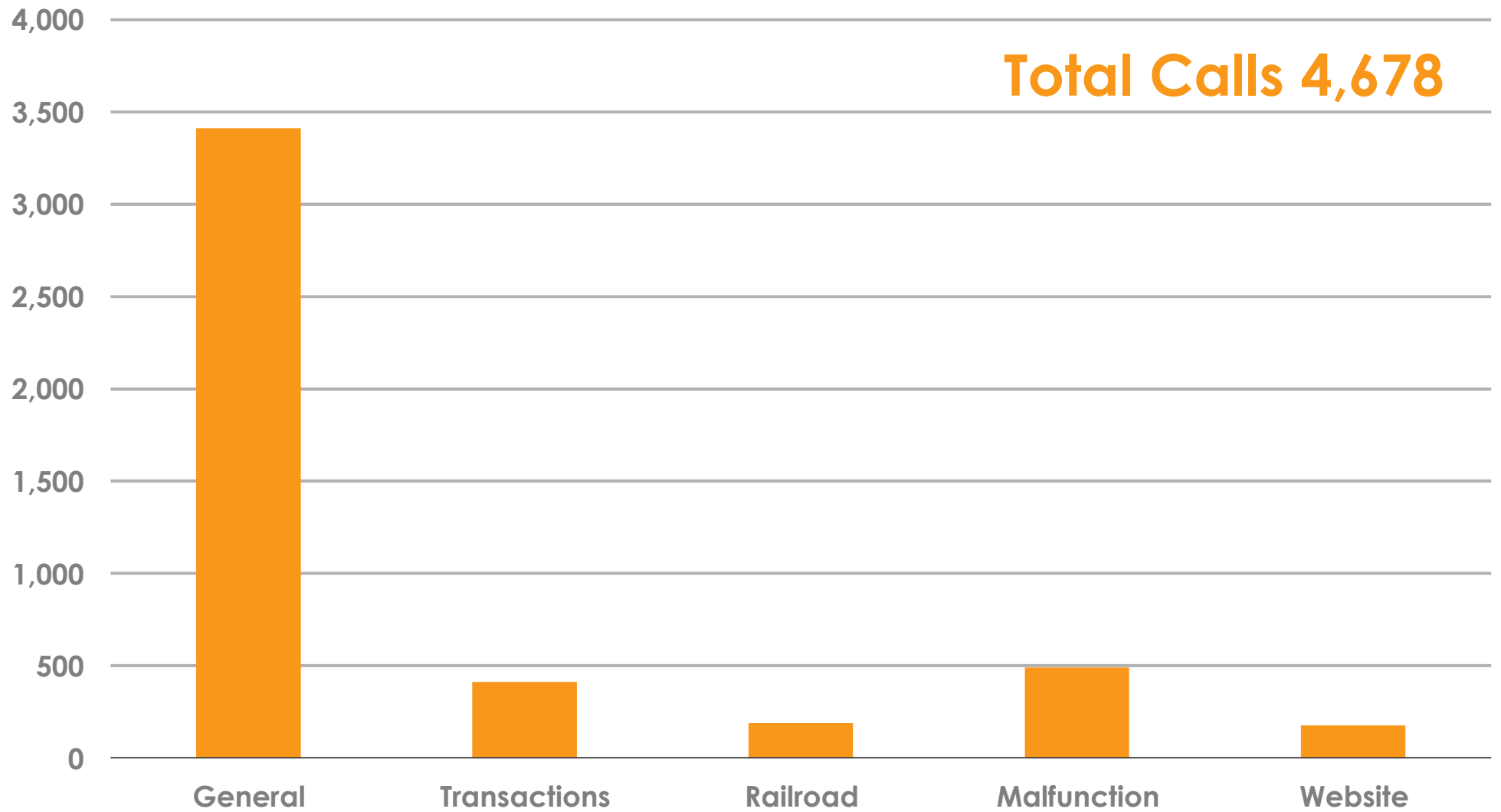
# SOUTHERN EXPANSION STATION PARKING



# CUSTOMER SERVICE CALLS



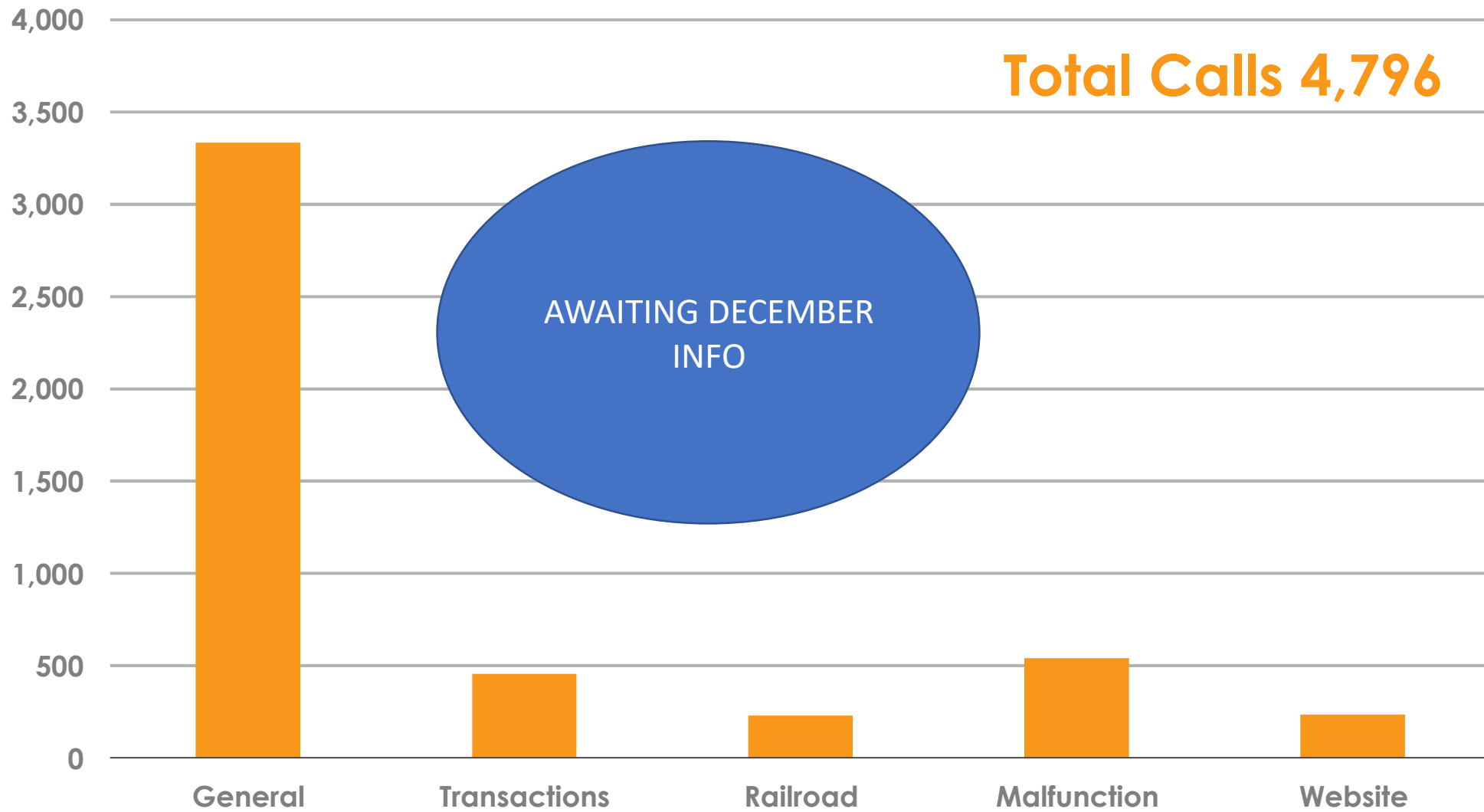
Sept – Nov 2022



# CUSTOMER SERVICE CALLS



June – August 2022







# TRAIN PERFORMANCE DETAIL

September 2022 – November 2022

Train Performance Overview	Trains	Percentage
On-Time	2049	86.8%
Late	301	12.8%
Annulled	10	0.4%
Total Trains Operated	2360	100.0%

Performance Detail	Days	Trains	Percentage
CFRC Rule Compliance	1	4	0.2%
Dispatching	5	5	0.2%
Efficiency Testing	3	3	0.1%
Maintenance of Way	7	14	0.6%
Mechanical	14	25	1.1%
Other	27	157	6.7%
Passengers	9	16	0.7%
Police Activity	5	8	0.3%
Signals & Components	11	44	1.9%
Train Interference	9	21	0.9%
Trespasser/Grade Crossing/Near Misses	1	9	0.4%
Weather	1	4	0.2%
Total (Rounded)		311	13.2%

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





# TRAIN PERFORMANCE DETAIL

December 2022

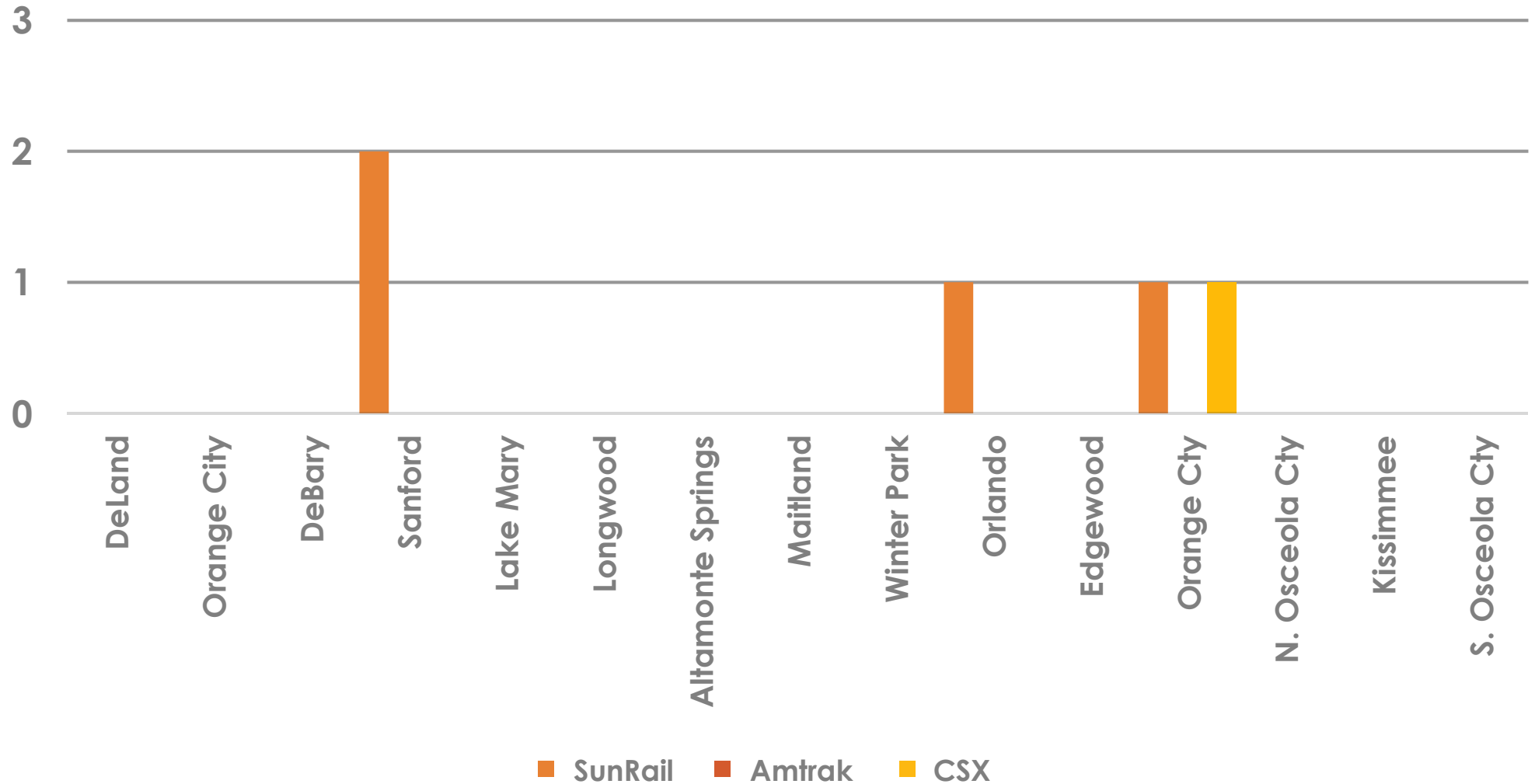
Train Performance Overview	Trains	Percentage
On-Time	765	86.9%
Late	101	11.5%
Annulled	14	1.6%
Total Trains Operated	880	100.0%

Performance Detail	Days	Trains	Percentage
Efficiency Testing	1	1	0.1%
Maintenance of Way	14	27	3.1%
Mechanical	7	11	1.3%
Other	6	10	1.1%
Passengers	5	6	0.7%
Police Activity	2	3	0.3%
Signals & Components	10	34	3.9%
Train Interference	5	5	0.6%
Trespasser/Grade Crossing/Near Misses	4	18	2.0%
<b>Total (Rounded)</b>		<b>115</b>	<b>13.1%</b>

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

# REVENUE INCIDENTS BY CITY/COUNTY

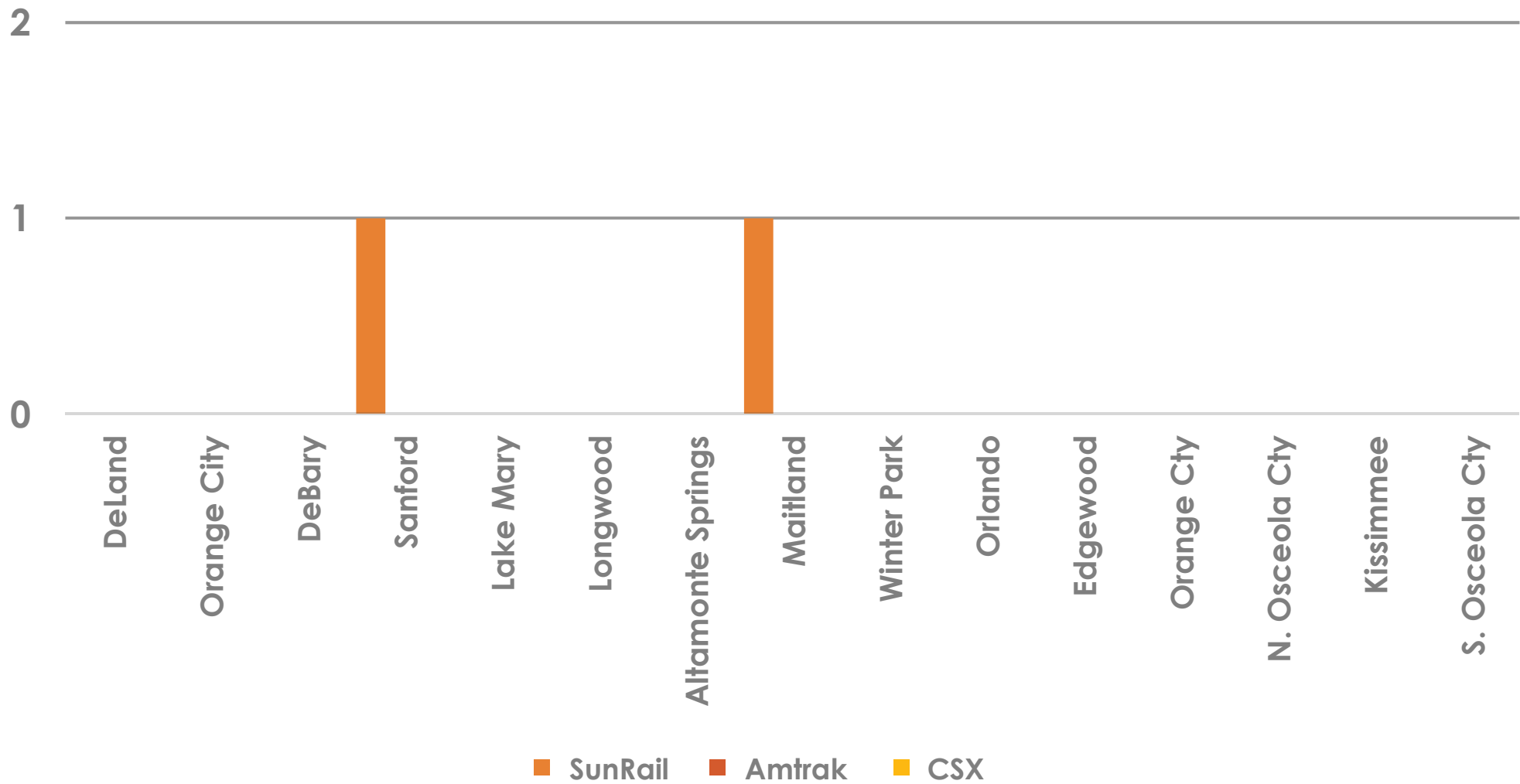
September 2022 – November 2022





# REVENUE INCIDENTS BY CITY/COUNTY

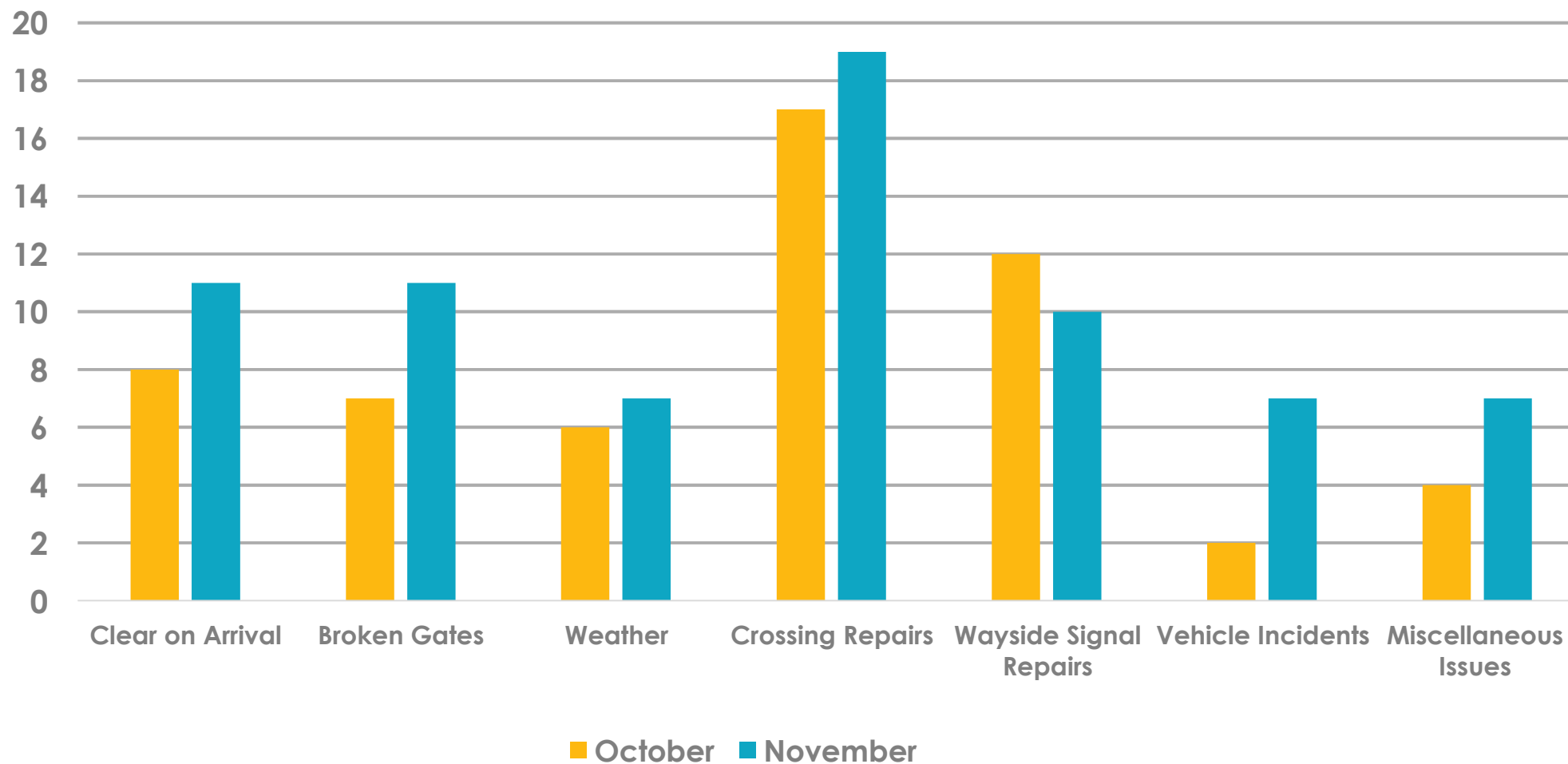
December 2022



# CFRC SIGNAL SYSTEM INCIDENTS

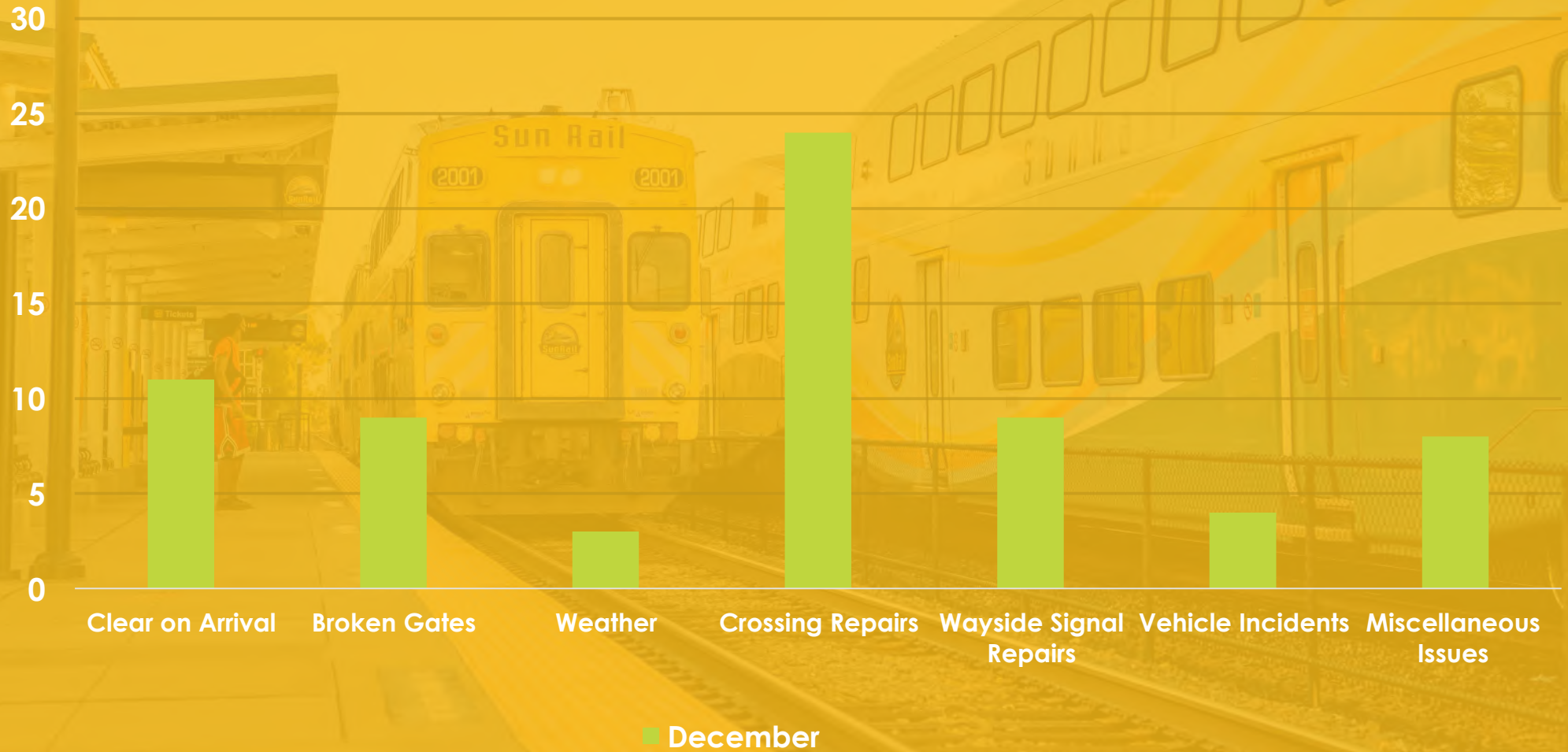


OCTOBER – NOVEMBER 2022



# CFRC SIGNAL SYSTEM INCIDENTS

DECEMBER 2022







# QUIET ZONES

Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established – Four-quadrant gates at Pine St 7 4 <sup>th</sup> St. – Design and Procurement in Progress
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established
Seminole County	Four-quadrant gates at Merritt St. complete Seminole County to issue Notice of Establishment (NOE)
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](http://SunRail.com)



# [ QUIET ZONES ]

Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established – Four-quadrant gates at Pine St & 4 <sup>th</sup> St. – Design and Procurement in Progress
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established
Seminole County	Seminole County working with FDOT and FRA review QZ Improvements to issue Notice of Establishment (NOE)
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](http://SunRail.com)



# 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

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
\$ 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

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

<b>\$ 80,705,000</b>
----------------------

YEAR TO DATE NOVEMBER 30, 2022	
BUDGET	ACTUAL
\$ 4,477,083	\$ 4,405,565
\$ 6,772,917	\$ 6,735,668
\$ 562,500	\$ 454,713
\$ 379,167	\$ 377,560
\$ 870,833	\$ 1,030,217
\$ 1,458,333	\$ 1,844,336
\$ 1,458,333	\$ 1,333,798
\$ 5,000,000	\$ 3,850,920
\$ 875,000	\$ 591,736
\$ 2,083	\$ 1,543
\$ 31,250	\$ 26,660
\$ 12,500	\$ 8,580
\$ 16,667	\$ 5,550
\$ 4,167	\$ -
\$ 125,000	\$ -
\$ 3,958,333	\$ 3,904,513
\$ 916,667	\$ 1,143,349
\$ 26,920,833	\$ 25,714,709

\$ 625,000	\$ 813,307
\$ 3,706,250	\$ 4,526,005
\$ 5,083,333	\$ 4,213,377

<b>\$ 36,335,417</b>	<b>\$ 35,267,398</b>
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# FY 22/23 OPERATING BUDGET UPDATE



OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	YEAR TO DATE AUGUST 31, 2022	
		BUDGET	ACTUAL
Bombardier - Operations	\$ 10,745,000	\$ 1,790,833	\$ 1,762,226
Bombardier - Maintenance	\$ 16,255,000	\$ 2,709,167	\$ 2,702,868
Bombardier - Incentive/Disincentive	\$ 1,350,000	\$ 225,000	\$ 162,567
Conduent - Back-of-the-House Hosting	\$ 910,000	\$ 151,667	\$ 75,512
Conduent - Fare Equipment Maintenance	\$ 2,090,000	\$ 348,333	\$ 514,040
Herzog - Signal Maintenance of Way	\$ 3,500,000	\$ 583,333	\$ 892,362
Green's Energy - Fuel	3,500,000	\$ 583,333	\$ 602,607
Gallagher - Insurance	5,000,000	\$ 833,333	\$ -
Amtrak - Heavy Vehicle Maintenance	500,000	\$ 350,000	\$ 210,928
Wells Fargo - Banking Services	5,000	\$ 833	\$ 588
Bank of America - Merchant Services	5,000	\$ 12,500	\$ 12,061
MidFlorida - Armored Car Service	30,000	\$ 5,000	\$ 2,040
AT&T/Verizon - Wi-Fi Service	40,000	\$ 6,667	\$ 5,550
Fare Media Smart Card	10,000	\$ 1,667	\$ -
Limited Use Smart Card	\$ 300,000	\$ 50,000	\$ -
PTC O&M Costs	\$ 9,500,000	\$ 1,583,333	\$ 1,572,500
BTNA – COVID Decontamination Services	\$ 2,200,000	\$ 366,667	\$ 592,623
OPERATING COSTS SUBTOTAL	\$ 57,610,000	\$ 9,601,667	\$ 9,108,472
Feeder Bus Expenses	\$ 2,000,000	\$ 333,333	\$ 428,004
Capital Maintenance	\$ 8,895,000	\$ 1,482,500	\$ 3,094,331
Consultant Support	\$ 12,200,000	\$ 2,033,333	\$ 1,650,058
<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>	<b>\$ 80,705,000</b>	<b>\$ 13,450,833</b>	<b>\$ 14,280,864</b>

AWAITING DECEMBER  
INFO

# FY 22/23 OPERATING BUDGET UPDATE



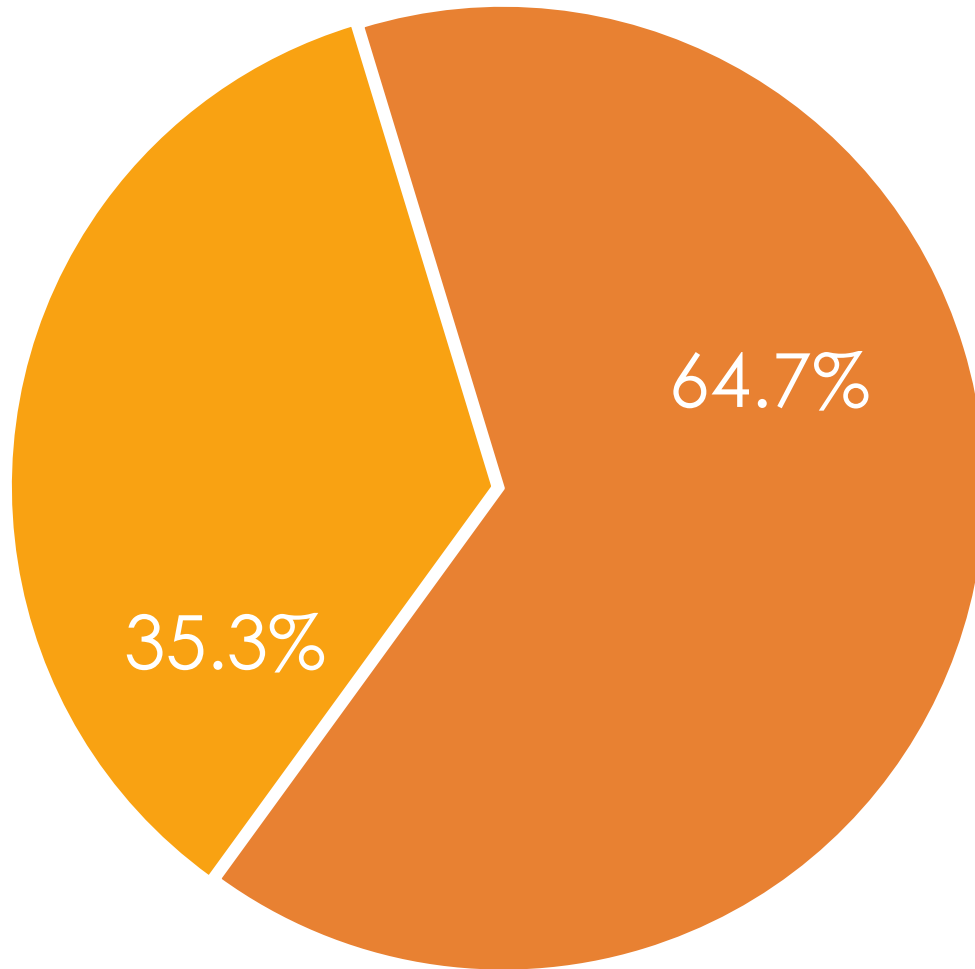
OPERATING REVENUE	ANNUAL BUDGET	YEAR TO DATE NOVEMBER 30, 2022	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,200,000	\$ 916,667	\$ 800,216
CSX usage fees	\$ 3,850,000	\$ 1,604,167	\$ 1,691,495
Amtrak usage fees	\$ 956,000	\$ 398,333	\$ 414,489
FCEN usage fees	\$ 21,500	\$ 8,958	\$ 11,854
Right-of-way lease revenue	\$ 125,000	\$ 52,083	\$ 69,670
Ancillary revenue	\$ 235,000	\$ 97,917	\$ 186,424
<i>Subtotal - System revenue</i>	<i>\$ 7,387,500</i>	<i>\$ 3,078,125</i>	<i>\$ 3,174,147</i>
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
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 41,415,869</b>	<b>\$ 37,106,494</b>	<b>\$ 37,202,516</b>

# 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	\$ 850,000	\$ 641,667	\$ 909,372
Amtrak usage fees	\$ 100,000	\$ 159,333	\$ 191,338
FCEN usage fees	\$ 3,583	\$ 3,583	\$ 6,256
Right-of-way lease revenue	\$ 20,833	\$ 20,833	\$ 31,865
Ancillary revenue	\$ 39,167	\$ 39,167	\$ 21,323
<i>Subtotal - System revenue</i>	<i>\$ 3,500,500</i>	<i>\$ 1,231,250</i>	<i>\$ 1,536,201</i>
AWAITING DECEMBER INFO			
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
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 41,415,869</b>	<b>\$ 35,259,619</b>	<b>\$ 35,564,570</b>





■ Maintenance ■ Improvements

### ■ Maintenance

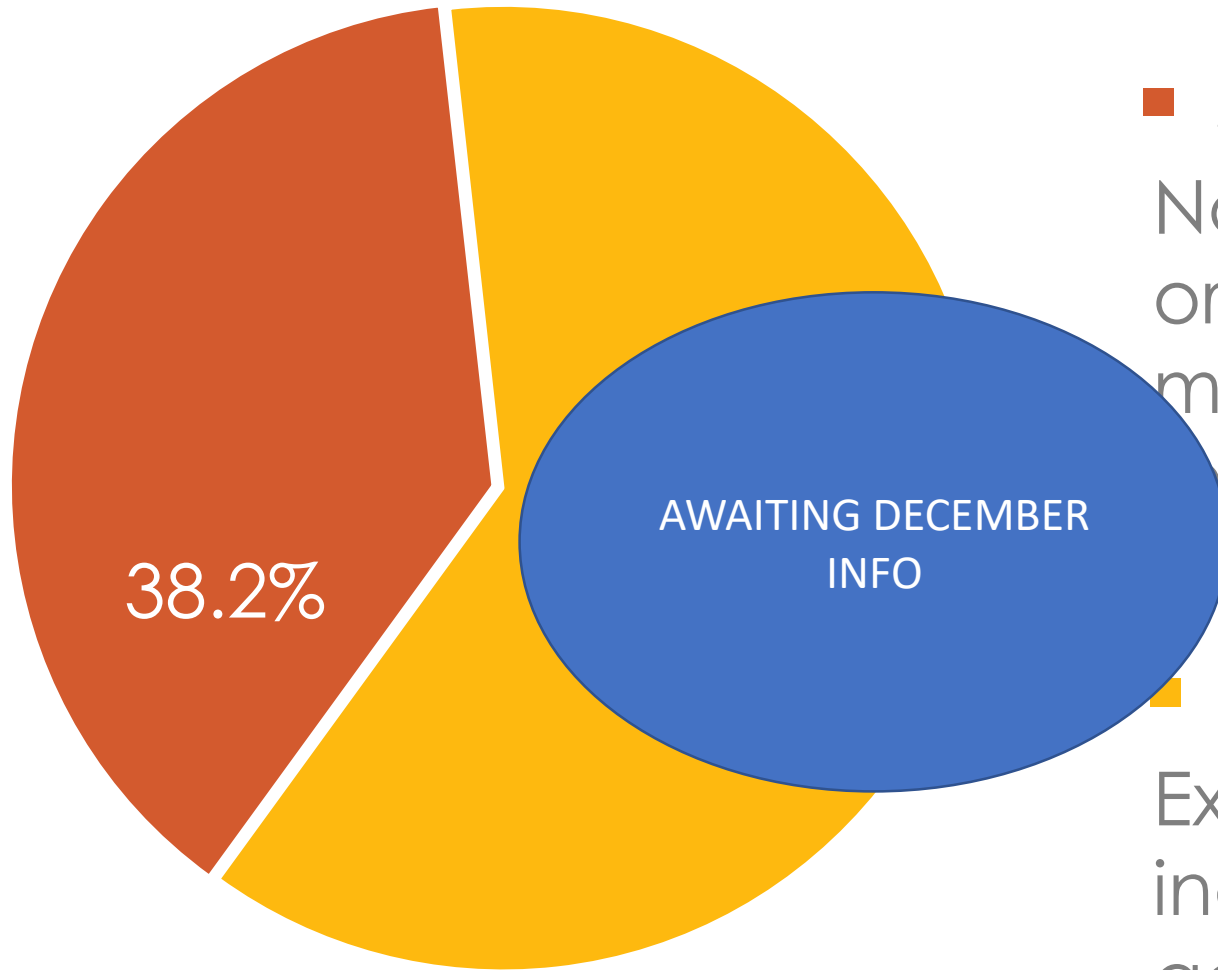
Non-recurring corrective or preventive maintenance or in-kind replacement

### ■ Improvements

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



# FY 22/23 CAPITAL MAINTENANCE



■ 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

