

# CENTRAL FLORIDA COMMUTER RAIL COMMISSION

OCTOBER 29, 2020





## Central Florida Commuter Rail Commission

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**Date:** October 29, 2020  
**Time:** 10:00 a.m.  
**Location:** LYNX (Zoom Host)  
455 N. Garland Ave., 2nd Floor Board Room  
Orlando, Florida 32801

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### ***PLEASE SILENCE CELL PHONES***

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- I. Call to Order and Pledge of Allegiance**
  - II. Announcements/ Recognition**
    - A. Chairman's Remarks
  - III. Confirmation of Quorum**
  - IV. Approvals**
    - A. Adoption of July 30, 2020 CFCRC Board Meeting Minutes
    - B. Proposed 2021 Meeting Schedule
  - V. Public Comments**
  - VI. Reports**
    - A. SunRail Customer Advisory Committee (CAC) Update – James Grzesik, Chair
    - B. SunRail Technical Advisory Committee (TAC) Update – Tawny Olore, Chair
    - C. Agency Update -SunRail Chief Operating officer – Charles M. Heffinger Jr., P.E.
    - D. Connectivity
      - i. LYNX Update –Tomika Monterville
      - ii. Votran Update –Kevin Miller
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## Central Florida Commuter Rail Commission

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### **VII. Action Items**

- A. Ratification of the Seminole County CAC Appointment of Dorothy O'Brien
- B. Ratification of the Volusia County CAC Re-Appointment of Margaret Iglesias
- C. Ratification of the City of Orlando CAC Appointment of Edward Richter
- D. Consultant Selection for the SunRail Transition Plan – Tawny Olore
- E. Phase 2 North Discussion/Action – FDOT D5 Secretary, Jared Perdue P.E.

### **VIII. Board Member Comments**

### **IX. Other Business**

- A. Next Meeting – January 28, 2021 10:00 a.m. (Location TBD)

### **X. Adjournment**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Roger Masten, FDOT/SunRail Title VI Coordinator, 801 SunRail Drive, Sanford, FL 32771, or by phone at 321-257-7161, or by email at [roger.masten@dot.state.fl.us](mailto:roger.masten@dot.state.fl.us) at least three business days prior to the event.*

# Central Florida Commuter Rail Commission Meeting

July 30, 2020

10:00 a.m.

Zoom Webinar hosted by LYNX

455 North Garland Avenue

Orlando, Florida 32801

**Attendees:** Chair Seminole County Commissioner Bob Dallari, Vice Chair Orange County Mayor Jerry Demings, Secretary Osceola County Commissioner Viviana Janer, Board Member City of Orlando Mayor Buddy Dyer, Board Member Volusia County Councilman Ed Kelley

## Minutes

**Virtual Meeting was called to order by Chairman Dallari at 10:00 a.m.**

- Welcome and thanks to all those listening in.

### **Pledge of Allegiance and Confirmation of Quorum**

#### **Commission Chair's Announcements**

**Chairman Dallari**

- Meeting of the Central Florida Commuter Rail Commission held virtually by means of Communications Media Technology pursuant to the Office of the Governor Executive Order #20-112 that extended Executive Order #20-69, which suspends the in-person quorum and specific public place requirements of "Florida's Government in the Sunshine Laws" and allows for telephonic and video conferencing as provided in Florida Statute. These steps are required to protect the health and safety of the public while still ensuring continuity of Commission business in view of the current Coronavirus (COVID-19) pandemic. The Governors' Executive Order still requires all other elements of Sunshine Laws, which we have adhered to for purposes of today's virtual Board meeting.
- Participants via video and tele-conferencing include the CFCRC Board members and certain staff. A direct video feed has been established in the Lynx Board room should anyone wish to deliver public comments in person, and public comments provided in advance will be read into the record by Florida Department of Transportation (FDOT) staff. Public involvement is further provided by the provision and posting of a conference phone number which allows for any member of the public to listen in audio only mode. The opportunity to provide in person comments is available during the Public Comment portion of the meeting, as well as until the Chairman closes an item for discussion.
- Motion to approve the May 28, 2020 CFCRC Board Meeting Minutes was made and passed unanimously.

#### **Public Comments**

- Ms. Joanne Counelis stated that SunRail needs to be available 24/7, holidays, nights, and weekends.
  - In addition, suggested services to extend to DeLand.

**Agenda Item:** Agency Update –District 5 Secretary

**Presenter:** Jared W. Perdue, P.E.

- Secretary Jared W. Perdue expressed his gratitude to all the local partners. There have been a lot of challenges during the pandemic to face and many new issues to learn how to address. The local partners involved with SunRail have been more collaborative than ever and have built a great team environment. This has presented an opportunity to face these challenges head on and prepare for the future of transportation through Central Florida, as it relates to SunRail.
- Secretary Perdue stated that there are quite a few discussions right now about the pandemic and the effect that it has had on traffic patterns, demands, behaviors, teleworking, and how it will impact the future. The top priority is keeping individuals safe, and that will continue to be the focus. Central Florida, before the pandemic, was experiencing unprecedented growth and it is anticipated that the growth will continue in the future as the demand to get from point A to point B will be very prevalent. The visionaries of the past that conceived and began SunRail and the visionaries that are here now, see that it has a very promising future and a foundation for continuing to provide as many desirable choices as possible to the residents of Central Florida.
- Secretary Perdue mentioned FDOT received the letter from the Commission regarding Phase 2 North requesting to put the project in abeyance. FDOT sent a response requesting additional clarification from the Commission.
  - The letter was requesting to hold the \$34 million for the construction of Phase 2 North, and to put the project in abeyance.
  - Putting Phase 2 North in abeyance would mean that its construction would have to be removed from the work program. Right now, it is fully funded in the current year of the work program and scheduled to be delivered this fiscal year. If it is put in abeyance, the funding would no longer be programmed for that project to be delivered this year.
  - Request for the Commission in the letter was for them to consider providing a prioritized list of other capital improvements to direct the approved funds. Clarification was also requested regarding the transition and how things will move forward if this request is fulfilled, and how it will impact the overall system that was originally contemplated.
  - Volusia County Councilman Ed Kelley stated they had been given a deadline of August to create an alternative capital spending program for the \$34 million. They received the first Capital Improvement Plan on Tuesday; the time is limited to come up with the proper Capital Program. Councilman Kelley suggested for SunRail to also produce a list of priorities they would have, since they have a better understanding of what the current needs are and requested the deadline to be extended.
    - Secretary Perdue stated they can certainly consider the request of the Commission for more time to further consider the capital improvements.
    - Secretary Perdue explained the challenge they are up against is that currently, based on the original agreements and this project being funded in FDOT's work program, there is a commitment to deliver the project this fiscal year. It will be a Design/Build Project and will need to be awarded to a contractor before July 1<sup>st</sup> of the next calendar year. Advertising for construction would need to happen during fall of this year. If the project remains in the work program, they will all be in a time constraint.
    - Chairman Dallari agreed with Commissioner Kelley regarding the deadline to provide a decision and requested to be granted a minimum of 30 days to get some feedback from the staff from both agencies. He inquired if there would be enough time to meet the deadline if they make a decision 30 to 60 days from now.
    - Secretary Perdue agreed that 30 days would be very reasonable provided the Commission would accept.
  - Mayor Demings inquired about what the Department position is since the original document contemplates a 61-mile system to be completed. The money is available to build

Phase 2 North and the contract between the various parties stated that the funds will be used for this purpose.

- Secretary Perdue stated that it is currently a commitment of the work program and consistent with the original agreement. The Department's position is that Phase 2 North, whether it gets built or not, is still part of the overall system. It is currently funded, hence a commitment in the work program that has been adopted by the legislature and signed by the Governor. Their position is that the system they hand over to the local partners, should be one that they want and need. While they have that commitment in their work program, they are willing to consider some changes, if that is the will of the Commission. If the project is not removed from the work program, it must be delivered this year.
- Mayor Dyer requested clarification regarding the position of Volusia County regarding Phase 2 North.
  - Commissioner Kelley stated that their position has not changed. They are willing to allow the funding to go towards another needed improvement. Phase 2 North would still be in the plans when the need justifies the expenditure. He would like to have the deadline extended to December 1<sup>st</sup> to come up with a work program. If they are forced to do it, they will, but he believes it would be a detriment to all tax payers, as it would lead to incurring an additional \$2 million in operating expenses for the system to run while carrying very few riders.
  - Mayor Dyer noted that if they want to go to DeLand, now is the time to do it, considering it will be hard to come up with the additional funding in the future. He believes that if the project is postponed, then there should not be discussions about the need to complete the 61 miles originally contemplated before starting discussions about going to the airport, which is a necessary next step. He would support building the additional track to DeLand, but if it will not be done, then he agrees they need more time to figure out where to reallocate funds. However, he would prefer building the track to DeLand.
  - Commissioner Janer reiterated that they need more time to come up with other projects. There were no dates provided from them or FDOT in the letter sent. They did provide a schedule for transition consulting which stated they would have the information for projects that were reallocated. Commissioner Janer expressed her concern about making recommendations so soon and requested to have time until the next meeting in October, to present the recommendations and come up with a good plan.
  - Commissioner Kelley stated that he had suggested December 1<sup>st</sup> on his previous comment to have enough time to evaluate all the needs. Commissioner Kelley considers that the number one need should be to go to the airport. He would be willing to reallocate the funding for that, although it is probably not currently part of the plan.
  - Mayor Demings expressed the need to better understand from the Secretary the true deadline that he needs. He that time is needed to consider different options.
  - Chairman Dallari inquired if FDOT knows when they would get the revenue to do Phase 2 North, since the funds may get reallocated into other capital improvements. When the letter was signed, the project was to be put in abeyance. Since the money may go to different projects, he would like to make sure that FDOT is still committed to completing Phase 2 North. Considering the financial ramifications is important before making any decisions.
    - Secretary Perdue responded that a normal design/build schedule is 10 months, to get from advertisement to award. He concurred that waiting for the next October meeting is a reasonable request from the



Commission. However, that would reduce the time to 8 months to deliver the project to procurement if the ultimate result is to move forward with the project. The procurement process could be accelerated, but October would be the deadline to decide whether to move forward or remove the project from the work program.

- Regarding Phase 2 North and FDOT's commitment, Secretary Perdue noted that their desire is to do the will of the Commission. As of now, Phase 2 North is part of the agreement, fully funded, and part of the work program. The commitment to see it come to fruition would be there, however, the ability to fund it would be challenging. There are millions of needs in Central Florida and it is continuing to grow. If the project is removed from the work program and it is no longer funded, it would probably be difficult to fund in the future, especially with all the public and private entities going through a revenue and budget assessment to evaluate how the pandemic has impacted them. The unmet needs will continue to be there, but the resources will be scarce.
- Commissioner Janer motioned for approval for the October meeting deadline to decide on the \$34 million funding.
  - Mayor Demings seconded the motion.
  - The motion was approved unanimously.

**Agenda Item: Agency Update**

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

- Mr. Heffinger noted that the Customer Advisory Committee and Technical Advisory Committee meeting were canceled due to the challenges that have risen from the pandemic. FDOT will not cancel the upcoming fourth quarter meetings and will be working with the staff to ensure that the meetings can take place, while providing the opportunity for public comments.
- New Health and Safety Campaign
  - There is a link provided with a video showing some of the new safety measures in place that SunRail is using to fight the pandemic and ensure that the trains are safe for everyone to use.
- Setting a New Standard
  - Ambassadors are encouraging riders to wear masks. The touch surfaces on the trains are getting wiped, hand sanitizer is being provided, there are one-way entrances and arrows on the floor to ensure proper flow of passengers. Additionally, trains are getting fogged every night to ensure that they are deep cleaned and disinfected properly.
  - Each platform has signage advising people to wear a mask and social distance including wraps on all the pillars at the stations.
- 2020 Service to Date
  - Early March and April, ridership was down about 900 to 1,000 riders. Riders are averaging about 2,000 at this point, showing a 52% increase in ridership from May to June. This has been holding steady.
  - We are working with the UCF expansion Downtown and on the campus. Currently UCF is having more virtual classes but for those students utilizing in-class teaching, there is a program to work with them to try and get them to ride the train. This promotion was very successful last year. The opportunity will be available for next year as well.
  - We take pride in listening to our customers. At our Customer Advisory Committee meetings previously, there were comments pointing out packed cars. Currently there are some cars where social distancing has been challenging to maintain.
    - We are adding a third passenger car on two different sets, one in the morning and

the other two during the evening. The addition of the third car will provide more room for existing and new riders while allowing for better social distancing. Two new coach cars have also been ordered and are currently getting built. They should be placed into service late 2020/early 2021.

- DeBary Enhancements
  - The Customer Advisory Committee mentioned that there are two ticket validating units but one was not getting used due to the current placement of the machine. This led to longer lines at the machine everyone was using, and some felt the need to get on the train without tapping on. The TVU at the far end was moved to a more accessible location and has been working well.
  - There have been issues over the past year regarding the DeBary canopy rusting. We are unsure as to why in comparison to other stations, DeBary is the only one rusting. The canopy is currently in the process of getting replaced.
- Grant Applications
  - A CRISI grant was submitted to double track a 1.7-mile stretch in Osceola County, in the Kissimmee area. Currently single track, therefore, prompts much coordination between all the trains running through this area, which causes delays. This grant was submitted for review and got accepted by the Governor's office to proceed with submission.
  - The State of Good Repair grant was also submitted for the same project as a backup plan if the CRISI grant does not get awarded.
- Safety
  - To aid in Trespass Prevention, about 25 thousand feet of fencing was installed. There were some concerns about the Candyland Park in Longwood being very close to the rail corridor. The fence will make it safer for kids and pets that might wander outside the park area. They will be looking to place fence every year in different areas to improve overall safety.
- Corridor Maintenance
  - Maintenance was required due to deteriorated timber retaining walls between Donegan Avenue and Vine Street in Orlando. These were removed and replaced with precast concrete to improve safety and extend the life span of the culverts and rails.
- Quiet Zones
  - During the previous meeting, Commissioner Janer expressed some concerns about a curb area placed in their new Quiet Zone. This area will be completed within a month and the city of Kissimmee will then be considered a Quiet Zone.
  - Quiet Zones do not mean that a horn will not be blown. It is required that the horn be blown three times prior to coming up to any crossing if they see a vehicle or pedestrians too close for safety reasons.
- Dynamic Envelope
  - The implementation of Dynamic Envelopes is one safety initiative being introduced by our FDOT Secretary, Kevin Thibault. SunRail has the advantage of having In-House Consultants assisting with oversight, an O&M Contractor, and access to Roadway Worker Protection, which must be obtained when working on the railroad.
    - There are 42 new crossings recently installed. The goal is to have 115 more locations completed within the next four to five months.
    - A new public outreach video has been posted on the website. It explains and shows the sites where the striping has already been placed. It also shows that there is a 46% reduction in cars stopping on the rail, improving overall safety along the corridor.



- PTC
  - Currently running 100% PTC-enabled SunRail trains daily
  - Interoperability testing with Amtrak to start July 2020
  - Program implementation expected to be complete by December 2020
- Transit Oriented Development (TOD) Indirect Benefits
  - A report from February 2020 conducted, shows that there were 29 projects completed since 2010, totaling almost \$1 billion in construction.
  - There are 12 additional projects under construction, totaling about three quarters of a billion dollars.
  - There are 31 additional projects in the pipeline that have been announced or under review, with a construction value of approximately \$1.1 billion.
  - The report demonstrates that the areas around the stations are attracting more business construction and development.
  - Station Highlights
    - DeBary: In Volusia County an apartment complex with 289 units was built directly east of the station with a value of \$55 million.
    - Lake Mary: There is a \$32 million property with 200 units that was built directly across from the station at Lake Mary in Seminole County. The property values in Lake Mary have increased 35.7% faster than any other station.
    - Longwood: There has been no development around the station in the Longwood area. Now there is a \$30 million property with 208 units that was constructed and is open for business.
    - Maitland: Orange County, there is a five-story building that was recently built valued at \$47 million.
    - Church Street: A \$133 million property was built across the Church Street Station. This is the new site of the Sun Trust Bank and is 28 stories high. SunRail might not have determined the location, but it was certainly used for consideration.
    - Tupperware: There is \$365 million in TOD at Tupperware. They have a master development plan and will build a multi-family residential rental project. They also have a Marriott hotel in the early phases of development, a 3-acre parcel for a 7-Eleven, and Parkway Crossings, which is a 384-unit Multi-Family project in the early phases of development. They are looking to build a Health Center in another 6-acre area as well.
  - ❖ Commissioner Janer was an active participant in the acquisition of 82 acres adjacent to the SunRail station in Poinciana for future development and affordable housing.
- Property Value Growth
  - SunRail has been in operation for 6 years. During this time, for every State and Federal dollar invested, the System has returned four dollars to the local economy, in the form of property value growth. To date, the 16 stations have resulted in \$2.4 billion in growth, or close to 63%, outpacing their control areas not related to SunRail by 22.9%.
  - The 12 stations, up until 2018 and prior to Phase 2 South being constructed, resulted in an \$18 million increase in tax revenue for Volusia, Seminole, and Orange County. When SunRail operates in a deficit, the indirect benefits received regarding incoming tax revenue, helps offset some of the costs in the future with opportunities to come at the time of

transition.

- Five-Year Capital Improvement Plan – Maintenance Program
  - Track Facilities & Right of Way (ROW): \$21,702,249
  - Bridges, Culverts & Retaining Walls: \$13,015,004
  - Communications Systems: \$3,970,000
    - This will ensure the customers are safe and protected with fund transactions and credit card transactions, considering that 35,000 people have downloaded the app.
  - Rolling Stock Parts Supply: \$5,760,000
    - These are essentially parts for the locomotives, cabs, and coach cars.
  - Signal Systems: \$15,333,487
    - This will include upgrading to LED systems, opportunities, and improved crossings.
  - Special Projects: \$21,407,638
    - Includes assisting with funding if the CRISI grant is not awarded to double track a 1.7-mile section of track in the Kissimmee area and add switch tracks. The goal is to be able to switch tracks every four miles in the event of an accident, or if a locomotive should fail. Also, there is a proposal in the works to replace the current Fare Collection System.
    - The Total CFRC Five-Year Capital Plan is estimated at \$81,188,378

**LYNX Bus Connectivity:**

**Presenter: Tomika Monterville**

- Ms. Monterville stated that they are trending on the positive side regarding the bus service, particularly at the SunRail stations.
- Since 2019, there was a 4% increase in service, even with the reduction in ridership due to COVID-19.
- The average ridership was around 40,000 to 43,000 during the past week, more than half of the daily ridership (prior to COVID-19), in contrast to other transit properties that are currently experiencing over 90% of their ridership down.
- The numbers presented are from the May ridership. The automatic passenger count installation was being completed during June. This will allow ridership numbers to be more accurate and there will be better use of data to provide information such as passenger loads. On June 21<sup>st</sup>, they went out with the SunRail safety team and the LYNX team to evaluate safety concerns at the Altamonte Springs station. Going forward, it was recommended to do these safety assessments to evaluate possible ways to improve the safety and efficiency of the stations. The efforts will be coordinated with their jurisdictional partners and will be done in all the stations where bus service is provided.

**Votran Bus Connectivity:**

**Presenter: Frank Alvarez**

- Mr. Alvarez mentioned that for the month of July 2020, Votran SunRail routes had 22 days of operation with an average daily ridership of 42 passengers. This represents a 28% decrease compared to July 2019, due to COVID-19.
- The current annual daily average ridership for 2020 is 47 passengers per day. Customers are being encouraged to be safe, keep social distancing, and to wear a mask. Hand sanitizer has been installed in every bus.

**Agenda Item: Action Item**

**Presenter: Tawny H. Olore**

**SunRail Transition Consultant Interlocal Agreement and Escrow Agreement**

- During the May Commission meeting, the Board instructed Staff to move forward with putting the Interlocal and Escrow Agreements on the Local Funding Partners Commissions and Council for

approval to move forward with the SunRail Transition Consultant. All the agreements passed each respective Board. The next step in the process, is for the Commission to approve the Escrow Agreement, which will be entered into between the CFCRC and the Seminole County Clerk of the Circuit Court and Comptroller. Once approved, Seminole County will move forward with advertising for the Transition Consultant. This is expected to happen within the next couple of days.

- Requested Action
  - Approval for the Escrow Agreement between the CFCRC and the Seminole County Clerk of the Circuit Court and Comptroller
    - Commissioner Janer motioned for approval.
    - Mayor Dyer seconded the motion.
    - The motion was approved unanimously.

**Agenda Item:** Action Item

**Ratification of the Orange County CAC Appointment of Marie Ann Regan**

- Mayor Demings motioned to ratify the appointment of Ms. Marie Ann Reagan to the SunRail Customer Advisory Committee as a new representative from Orange County.
  - Commissioner Janer second the motion.
  - The motion was approved unanimously.
- Commissioner Kelley asked FDOT to provide updated engineering cost estimate for Phase 2 North by the next CFCRC meeting in October. FDOT in action to provide.

**Next Meeting:** Thursday, October 29, 2020 @ 10:00 a.m.  
MetroPlan Orlando  
250 S. Orange Ave., Suite 200  
Orlando, Florida 32801

**Adjournment:** Meeting adjourned at 11:10 a.m.

# PLEDGE OF ALLEGIANCE

(Please Stand)

I pledge allegiance to the Flag of  
the United States of America, and  
to the Republic for which it stands,  
one Nation under God, indivisible,  
with liberty and justice for all.



# TITLE VI

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

## **ROGER MASTEN**

SunRail Title VI Coordinator  
801 SunRail Drive  
Sanford, Florida 32771  
[Roger.Masten@dot.state.fl.us](mailto:Roger.Masten@dot.state.fl.us)

## **JACQUELINE PARAMORE**

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



# ANNOUNCEMENTS



# APPROVALS

A. Adoption of July 30, 2020 Meeting Minutes

B. Approve Proposed 2021 Meeting Schedule

- Thursday, January 28
- Thursday, April 29
- Thursday, July 29
- Thursday, October 28





# PUBLIC COMMENTS





## REPORTS

### **A. CUSTOMER ADVISORY COMMITTEE**

James Grzesik, Chair

### **B. TECHNICAL ADVISORY COMMITTEE**

Tawny Olore, Chair

### **C. AGENCY UPDATE**

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

### **D. BUS CONNECTIVITY**

LYNX – Tomika Monterville

VOTRAN – Frank Alvarez

# FRA GRANT AWARDED!

## Consolidated Rail Infrastructure and Safety Improvement (CRISI)

Phase 2 South Capacity Improvements grant for \$5,653,819 to add 1.7-mile section of track between Donegan Ave and Neptune Rd

Key benefits:

- Reduced delays due to train meets, track maintenance, and incidents
- Signal and crossing improvements
- Improve future operations for more frequent service

***Total Investment: FDOT 50% + FRA 50% = \$11,307,638***

# STEADFAST CLEANING CONTINUES

WE ARE  
IN THIS  
TOGETHER

- Cleaning crews on all trains
- Nightly decontamination
- Stations cleaned throughout day
- And much more

[SunRail.com/health-and-safety](https://www.sunrail.com/health-and-safety)





# STATE OF RIDERSHIP

- Average daily ridership has increased 10% since July
- Passes continue to be reactivated
- LYNX has resumed fare collection





## CAMPUS CONNECTION

- Program has concluded
- Over 200 passes issued
- Actively converting passes to registered accounts



## NEW CITRUS CONNECTION

- Citrus Connection, the transit system for Polk County, now has a route connecting to the Poinciana SunRail Station
- Began on Tuesday, September 8, 2020
- Operates Monday – Friday between 6:00AM – 6:55PM
- Travels from Posner Park to Poinciana Station and back, nonstop

**WELCOME  
POLK COUNTY**

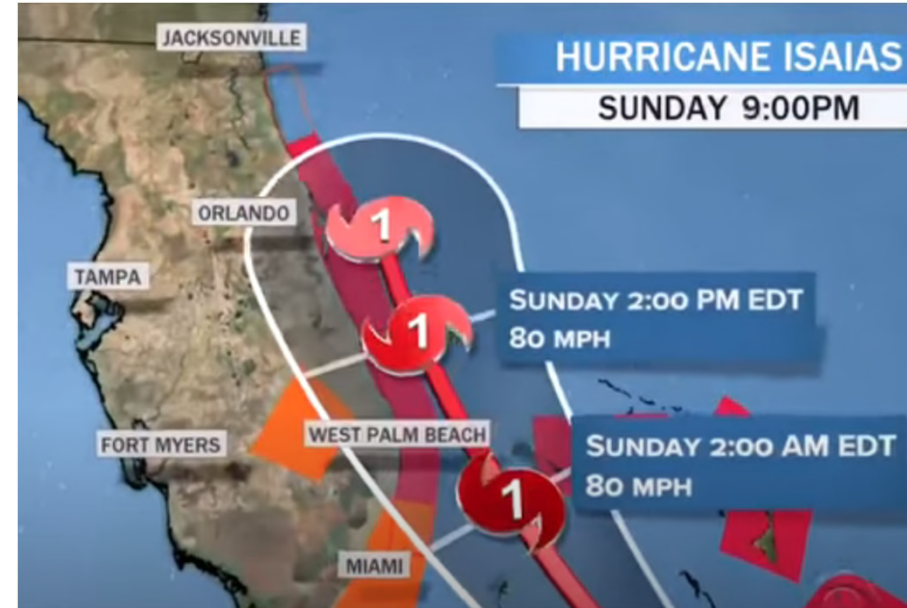


**NOW SERVICING POINCIANA STATION**



# SERVICE DISRUPTION

- Hurricane Isaias preparations closed service Monday, 8/3/2020
- Corridor preparation is vital:
  - Secure or remove gates at 127 crossings
  - Inspecting and storing train fleet
  - Securing all railroad equipment



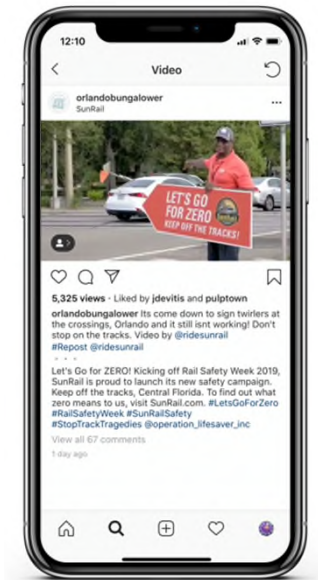
# WINNER!

## AASHTO Transportation Communications (TransComm) Award

2019 Rail Safety Week

# LET'S GO FOR ZERO

***DISTRACTIONS / COLLISIONS / TRESPASSERS***



# RAIL SAFETY WEEK – SEPTEMBER 21-27, 2020



**LET'S GO  
FOR ZERO**



## NEW VIRTUAL OUTREACH

- What would you do?
  - S.T.R.I.D.E. & FDOT videos
  - Social media gifs
  - Engineer's perspective
- 
- Also Law Enforcement participation at crossings



# S.T.R.I.D.E. UPDATE

- Currently 71 crossings on CFRC feature dynamic envelopes
- Follow progress here:  
[SunRail.com/operation-stride](http://SunRail.com/operation-stride)
- Part of Operation S.T.R.I.D.E.  
Statewide Traffic and Railroad  
Initiative Using Dynamic Envelopes





# DEBARY CONSTRUCTION UPDATES





# NEW SUNCARD DESIGN

- Available exclusively through website and SunRail app
- New design showcases multimodal connectivity
- Offers same great benefits as previous design
- TVMs will be stocked when current inventory is used



# TICKETING SYSTEM UPDATES



- On October 9, 2020, an ad posted for new SunRail Fare Collection System and Equipment
- Selection will take place February 2021



# QUIET ZONES

Jurisdiction	Status
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established
Maitland	Quiet Zone Established
Winter Park	Quiet Zone Established – installation of signal warning upgrades now pending.
Seminole County	Notice of Establishment (NOE) complete. – All signal work is 100% complete.
City of Orlando	Civil work complete. Currently assessing Quiet Zone qualifications.
City of Kissimmee	All civil work is complete. NOE pending completion.



Local communities may apply for quiet zones and information is available on the “About” page at [SunRail.com](http://SunRail.com)

# LYNX CONNECTIVITY

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area													
SUNRAIL STATION	Fiscal Year 2019												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Sanford	151	336	339	100	302	358	390	412	409	461	374	449	340
Lake Mary	58	15	62	80	74	116	124	117	98	105	116	96	88
Longwood	40	51	73	53	54	90	102	82	72	119	136	68	78
Altamonte Springs	225	195	192	205	240	171	38	230	91	191	166	223	181
Maitland	27	30	29	12	18	18	26	22	28	24	36	12	24
Winter Park	212	273	286	187	206	269	255	316	310	338	501	303	288
AdventHealth	359	399	380	314	327	266	322	326	362	337	448	326	347
LYNX Central Station													-
Church Street Station													-
Orlando Health/Amtrak	27	34	28	35	26	35	27	22	10	17	27	12	25
Sand Lake Road	248	255	209	193	201	62	54	78	86	86	72	134	140
Meadow Woods	130	120	116	120	115	63	107	167	103	80	128	112	113
Tupperware	23	18	9	N/A	N/A	N/A	N/A	N/A	4	40	42	16	22
Kissimmee Intermodal													-
Poinciana	3	6	5	6	N/A	3	1	N/A	N/A	4	4	1	4
<b>Total - All Stations</b>	<b>1,503</b>	<b>1,732</b>	<b>1,728</b>	<b>1,305</b>	<b>1,563</b>	<b>1,451</b>	<b>1,446</b>	<b>1,772</b>	<b>1,573</b>	<b>1,802</b>	<b>2,050</b>	<b>1,752</b>	<b>1,650</b>



# LYNX CONNECTIVITY

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area													
SUNRAIL STATION	Fiscal Year 2020												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr*	May**	Jun	Jul	Aug	Sep	
Days of Operation	23	20	21	21	20	22	22	22	22	23	20		236
Sanford	472	464	429	429	475	424	N/A	278	327	352	348		400
Lake Mary	103	99	96	105	121	92	N/A	38	39	43	52		79
Longwood	80	86	80	87	61	73	12	39	67	53	69		64
Altamonte Springs	207	174	129	90	153	160	N/A	36	87	114	147		130
Maitland	23	22	18	20	21	27	N/A	10	13	17	17		19
Winter Park	414	417	314	368	369	308	47	157	276	309	301		298
Florida Hospital/Health Village	335	220	166	299	361	395	38	164	248	315	263		255
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	14	26	15	20	19	13	10	11	22	18	19		17
Sand Lake Road	96	95	76	70	130	103	15	42	80	84	102		81
Meadow Woods	133	127	99	87	142	68	N/A	55	88	107	114		102
Tupperware	17	N/A	N/A	27	29	46	***	N/A	45	22	20		29
Kissimmee Intermodal													
Poinciana	1	N/A	N/A	4	6	6	***	N/A	7	8	8		6
Total - All Stations	1,895	1,730	1,422	1,606	1,887	1,715	122	830	1,299	1,442	1,460	-	1,480
Percent change from FY 19 to FY 20	26%	-0.1%	-18%	23%	21%	18%	-92%	-53%	-17%	-20%	-29%		10%

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	August		Change	% Change
	FY19	FY20		
18	29,510	17,343	(12,167)	-41%
418	5,012	3,797	(1,215)	-24%
155	913	569	(344)	-38%
306	2,065	870	(1,195)	-58%
604	282	236	(46)	-16%
631	612	307	(305)	-50%
632	265	303	38	14%
709	1,622	849	(773)	-48%

# VOTRAN CONNECTIVITY

September 2020

Activity at DeBary Station	Fiscal year 2018												Annual Daily Average
	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	
Days of Operation	22	21	20	22	20	22	21	22	21	21	23	19	254
Avg Daily Ridership	96	76	79	63	62	69	69	67	61	72	79	72	72

Activity at DeBary Station	Fiscal year 2019												Annual Daily Average
	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	
Days of Operation	23	21	20	22	20	21	22	22	20	22	22	19	254
Avg Daily Ridership	98	66	85	89	64	76	66	61	59	57	69	63	71

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
Avg Daily Ridership	65	48	74	63	52	44	25	7	42	38	40	42	45

NOTES: Beginning October 2016 driver keys count only boardings and alightings at DeBary Station.

Hurricane Dorian in 2019 interrupted Votran service 9/2-9/4, SunRail service 9/3-9/5, SunRail service was closed 9/2 for Labor Day.

No SunRail service on Thanksgiving, Christmas, New Year's Day, Independence Day, Labor Day, Memorial Day and Martin Luther King Jr. Day

April and May 2020 ridership decreased due to COVID-19, May 2020 ridership was not accurately counted due to fare suspension. Fares resumed June 1, 2020.

# ACTION ITEMS



# BOARD MEMBER COMMENTS





**NEXT MEETING:**  
**January 28 at 10 AM**

**THANK YOU**



# SUPPORTING DATA & CHARTS



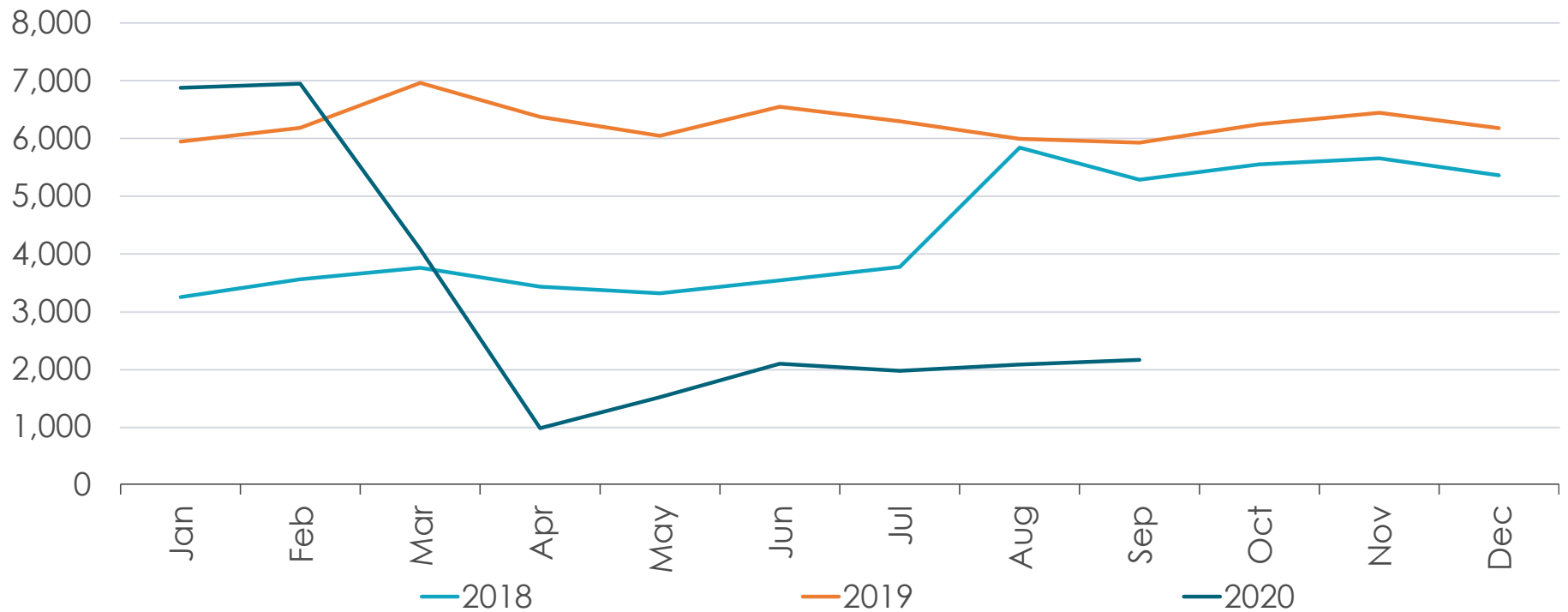
# POSITIVE TRAIN CONTROL

- PTC initiated on entire corridor 1/13/20
- Currently running 100% PTC-enabled SunRail trains daily
- Interoperability testing completed with CSX and Amtrak
- Currently operating in RSD with CSX and Amtrak passenger service, Amtrak autotrain expected 10/15/20
- Program implementation expected to be complete by December 2020



# AVERAGE DAILY RIDERSHIP

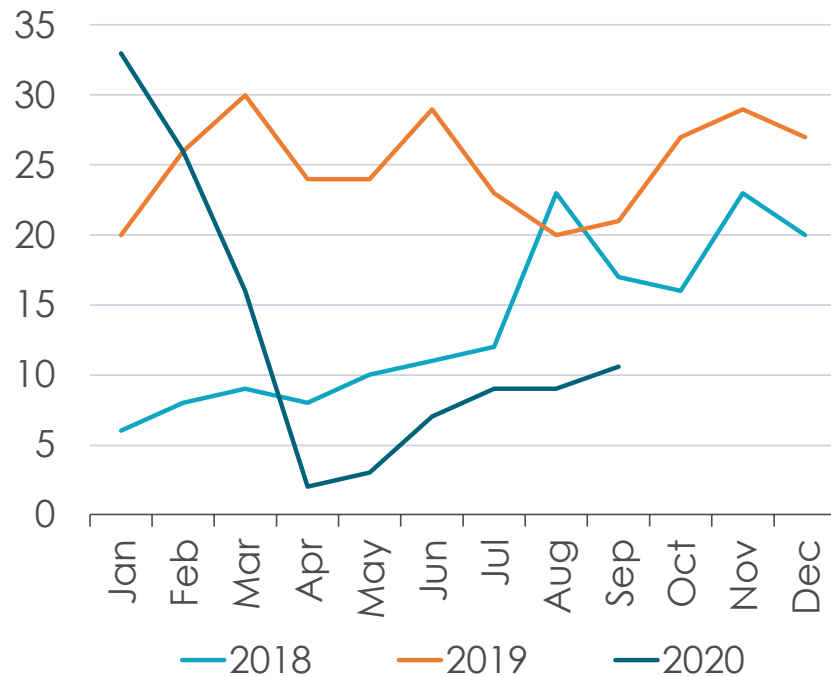
Jul – 1,966 | Aug – 2,075 | Sep – 2,157



# ONBOARD STATS

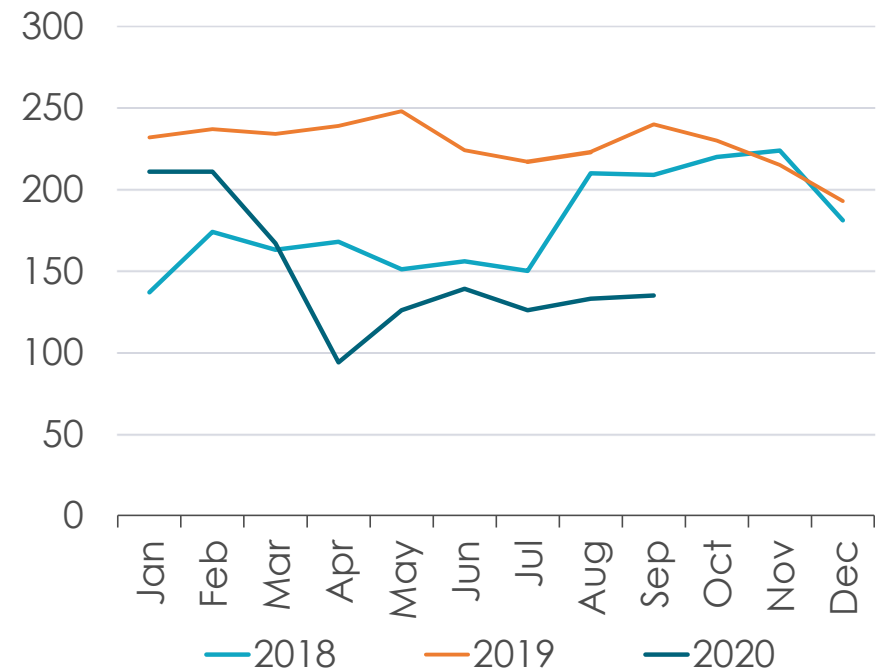
## ADA

Jan – Sep Average: 13

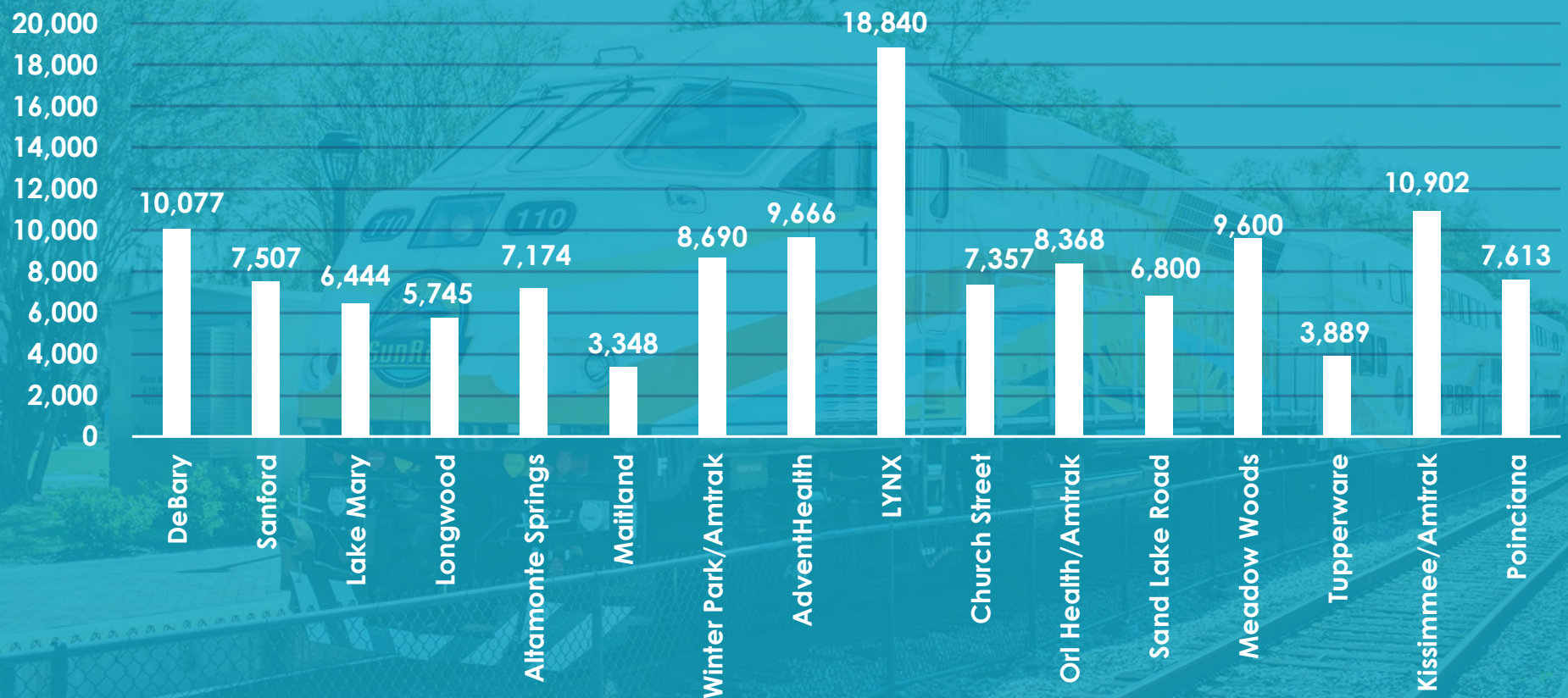


## BICYCLE

Jan – Sep Average: 148



# BOARDINGS BY STATION



Ridership July 2020 through September 2020

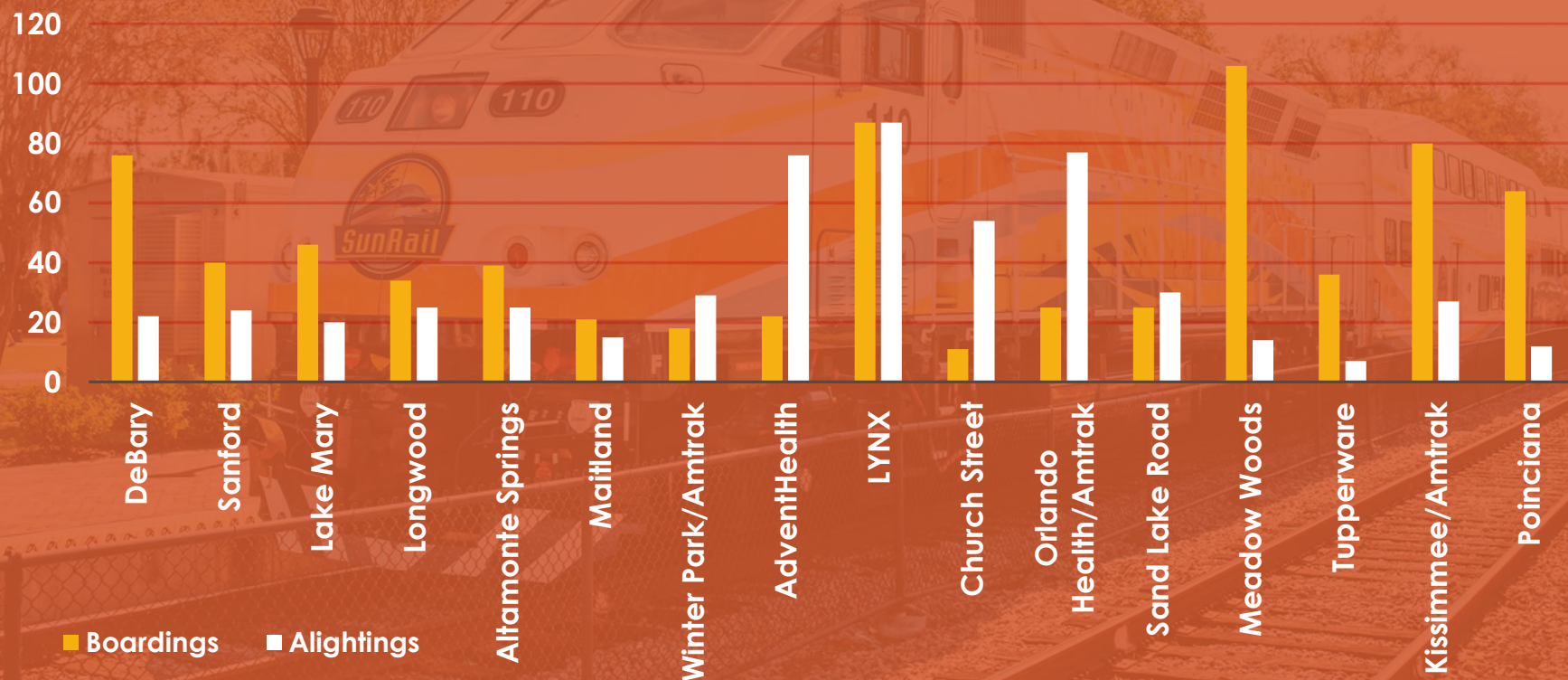


# BOARDINGS & ALIGHTINGS

AM PEAK

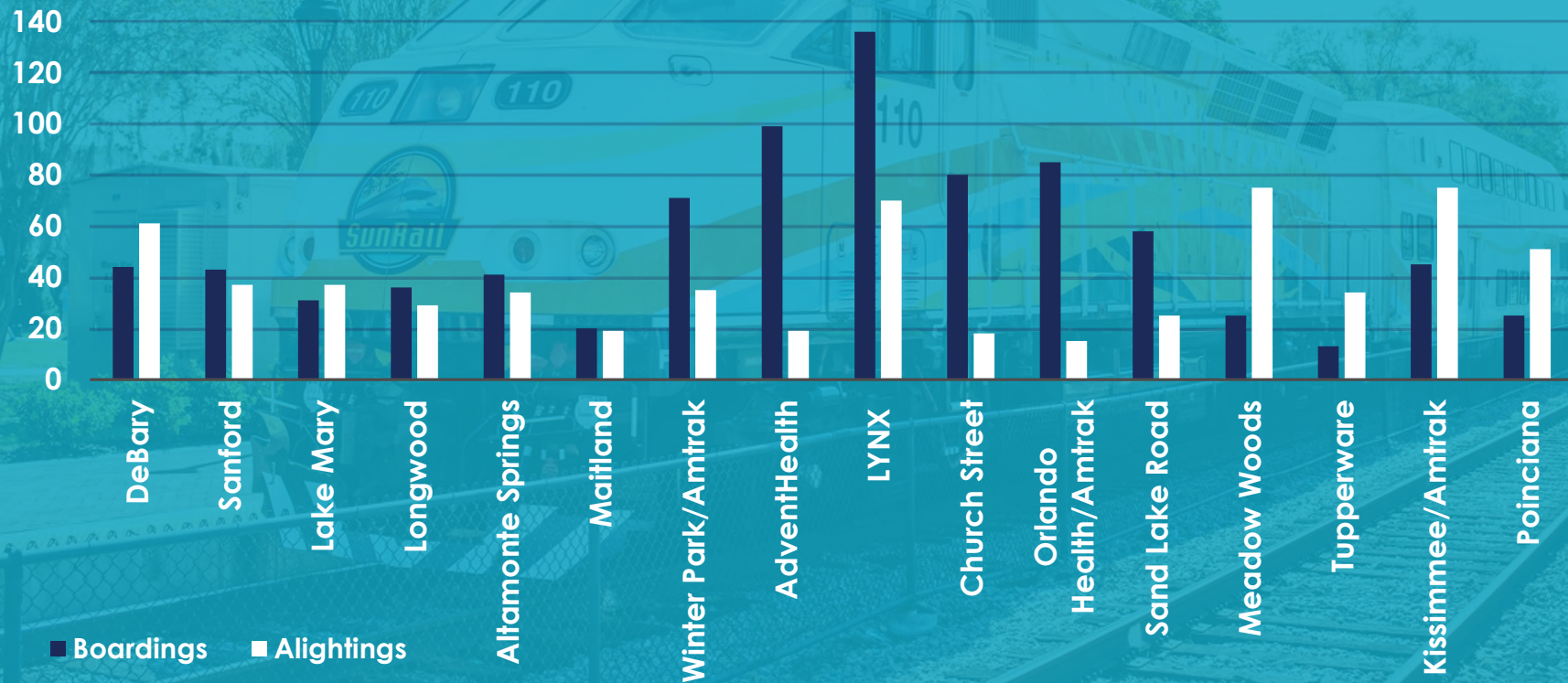
5:45 AM – 8:45AM (NB from Poinciana)

July – September 2020



# BOARDINGS & ALIGHTINGS

PM PEAK  
3:15 PM – 6:25 PM (NB from Poinciana)  
July – September 2020



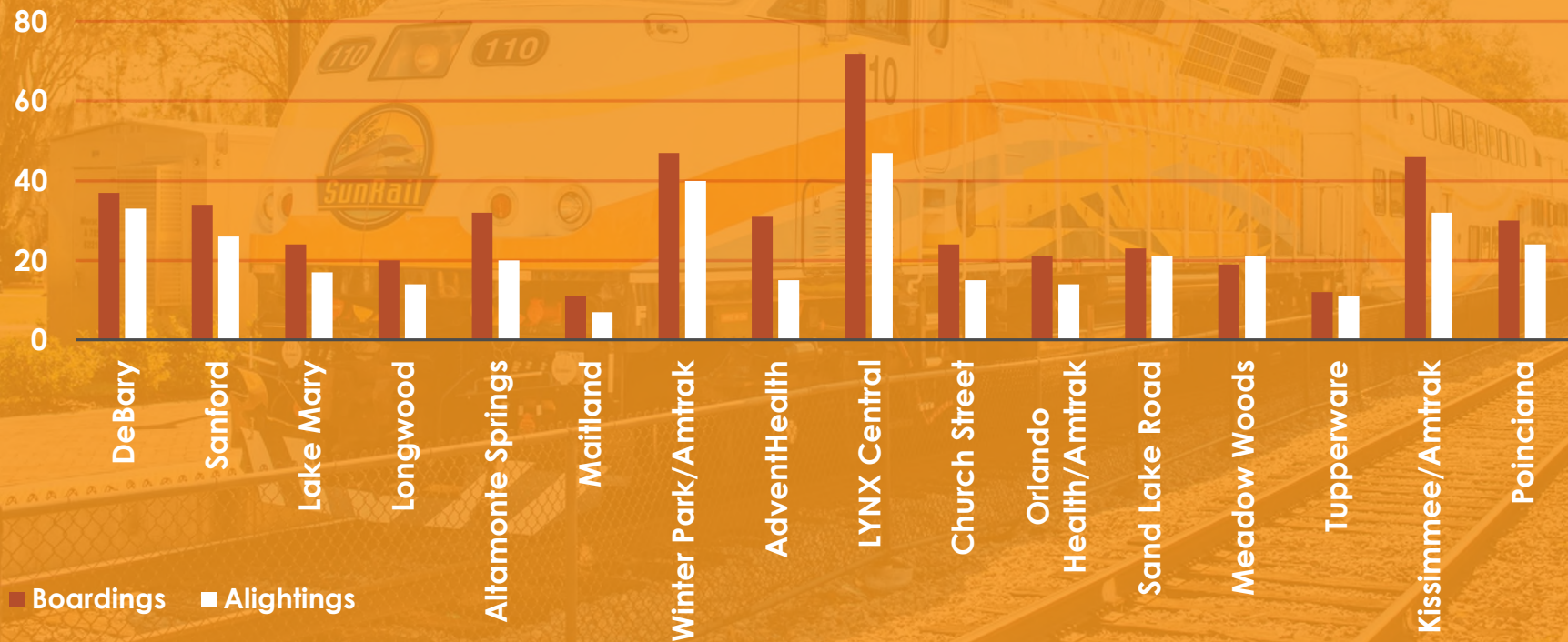


# BOARDINGS & ALIGHTINGS

OFF PEAK

10:45 AM – 2:45 PM; 7:25 PM – 9:55 PM (NB from Poinciana)

July – September 2020



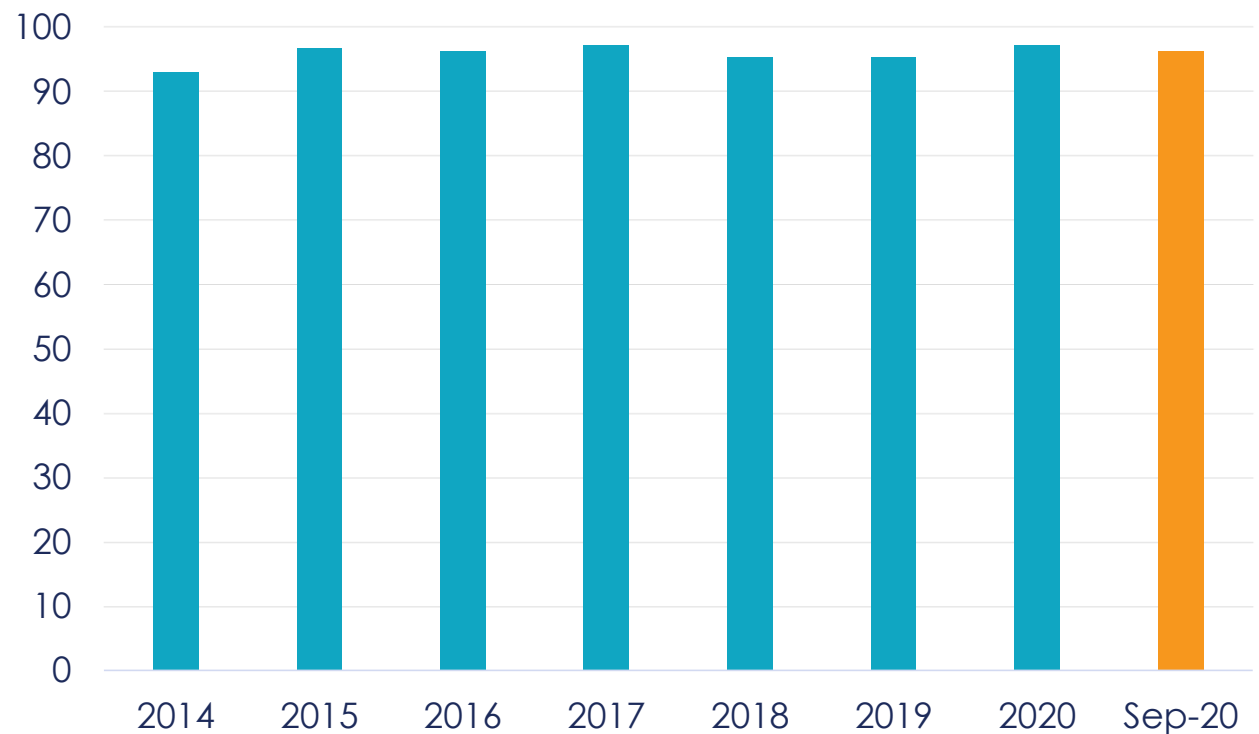
## ABOVE AVERAGE

- On-Time 56 Days
- 64 Operating Days
- Ran 2,560 Trains

## ON-TIME PERFORMANCE AVERAGE

July – September 2020

Goal = 95%    Actual = 96.4%    Contract = 99.3%



From inception and current month.

# TRAIN PERFORMANCE DETAIL

JULY – SEPTEMBER 2020

Train Performance Overview	Trains	Percentage
On-Time	2484	97.0%
Late	58	2.3%
Annulled	18	0.7%
Total Trains Operated	2560	100.0%

Performance Detail	Days	Trains	Percentage
Injuries/Illnesses	2	2	0.1%
Mechanical	11	15	0.6%
Other	2	3	0.1%
Police Activity	3	4	0.2%
Signals & Components	5	8	0.3%
Train Interference	4	14	0.5%
Trespasser/Grade Crossing/Near Misses	5	30	1.2%
Total (Rounded)		76	3.0%



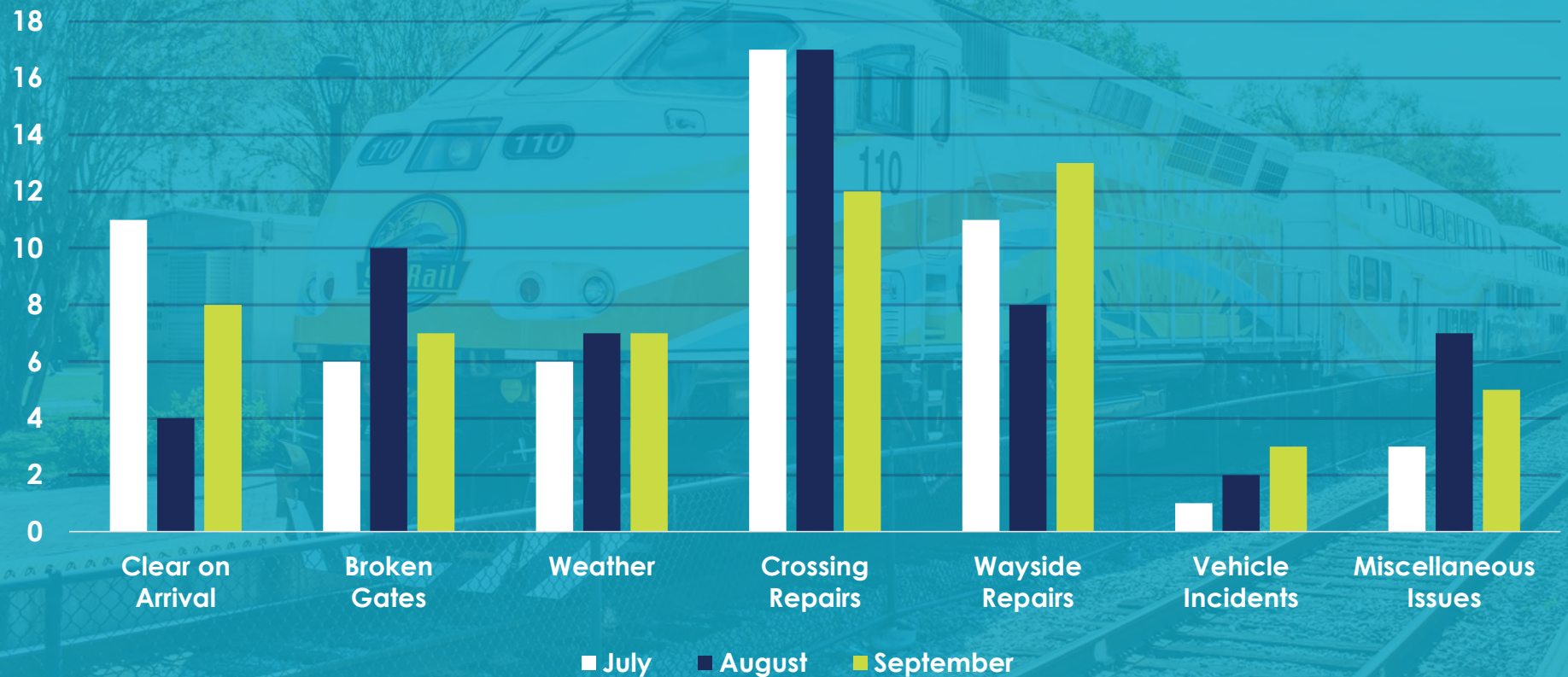
# INCIDENTS BY CITY/COUNTY

JULY – SEPTEMBER 2020



# CFRC SIGNAL SYSTEM INCIDENTS

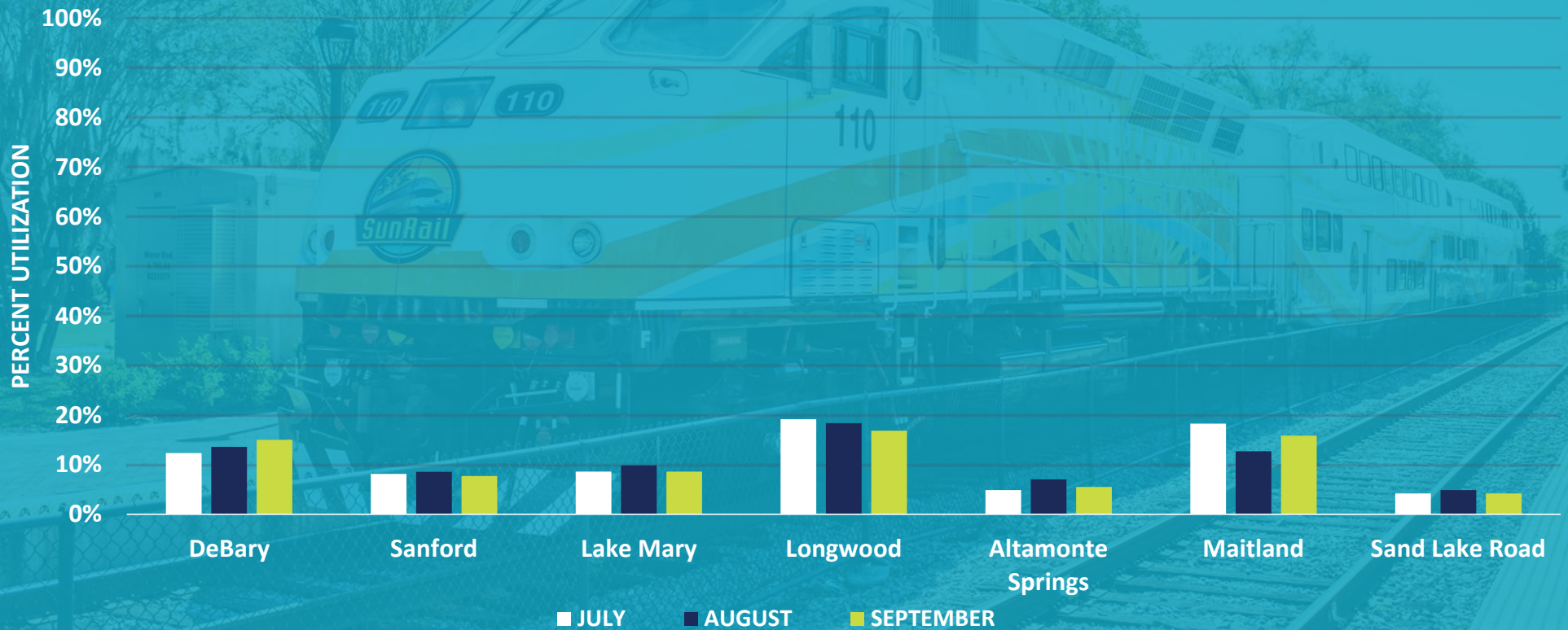
JULY – SEPTEMBER 2020





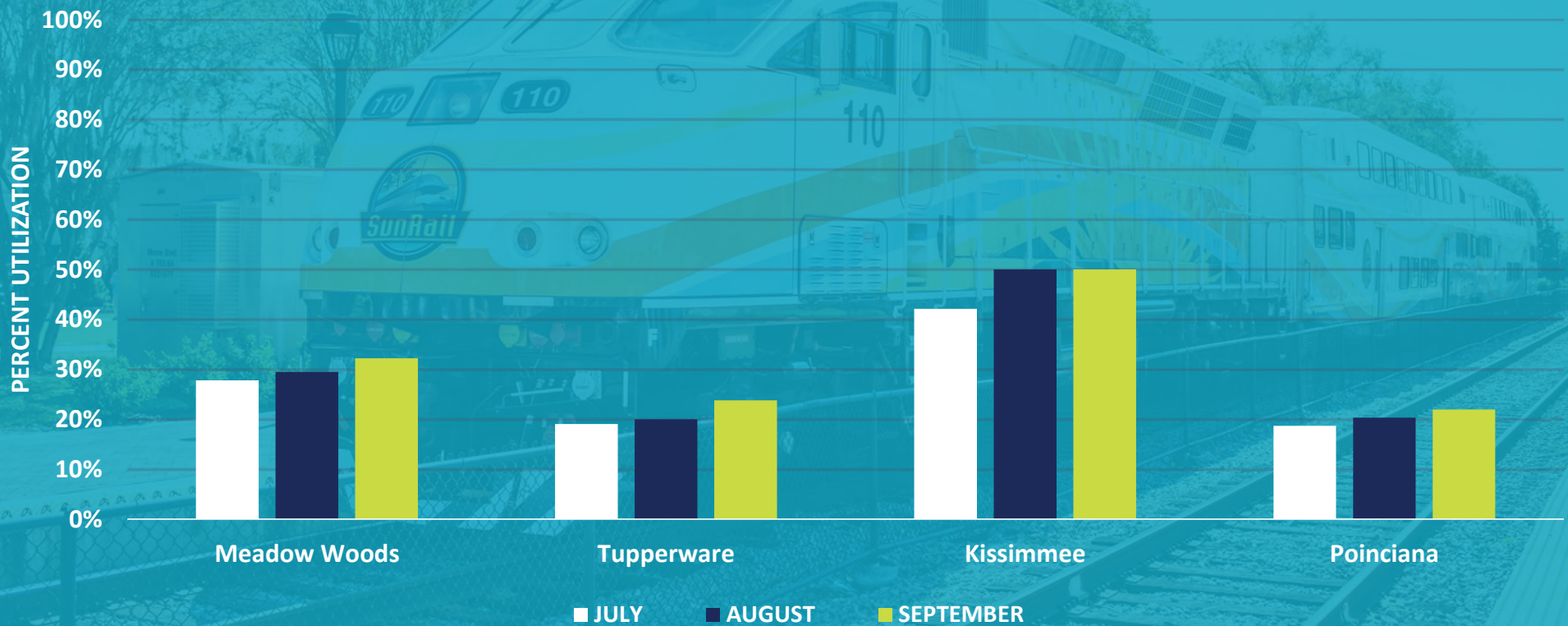
# IOS STATION PARKING

JULY – SEPTEMBER 2020



# SOUTHERN EXPANSION STATION PARKING

JULY – SEPTEMBER 2020

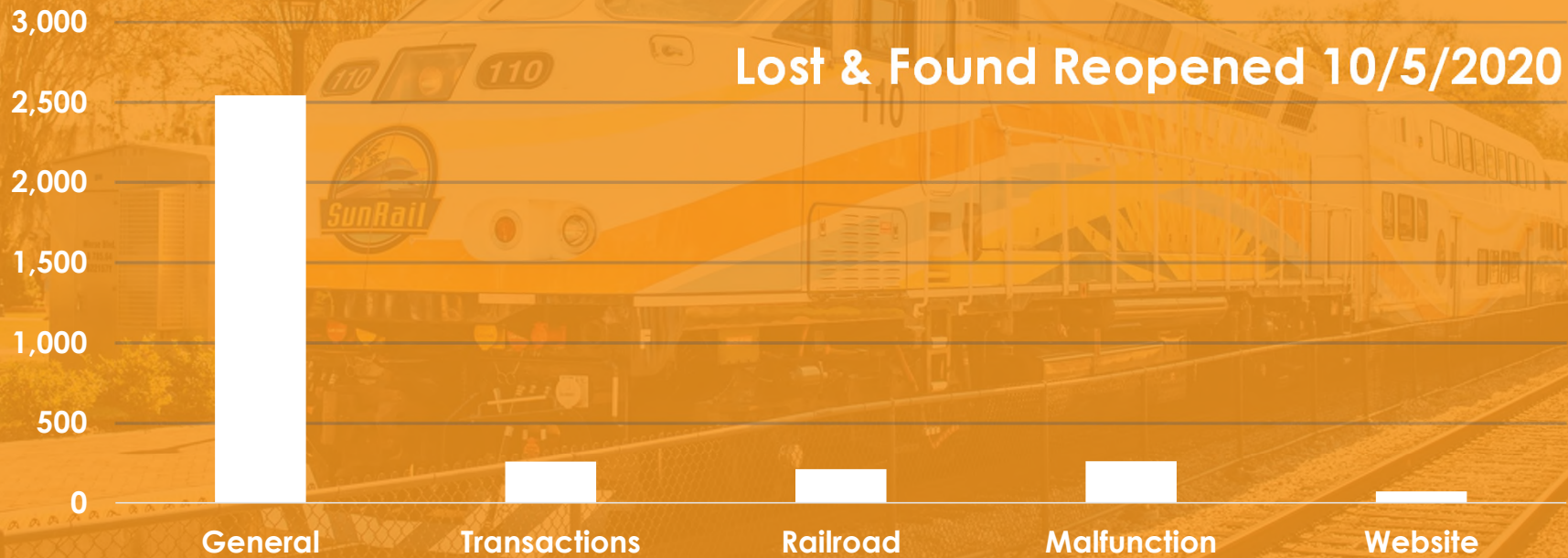




# CUSTOMER SERVICE CALLS

JULY 2020 – SEPTEMBER 2020

Total Calls 3,344





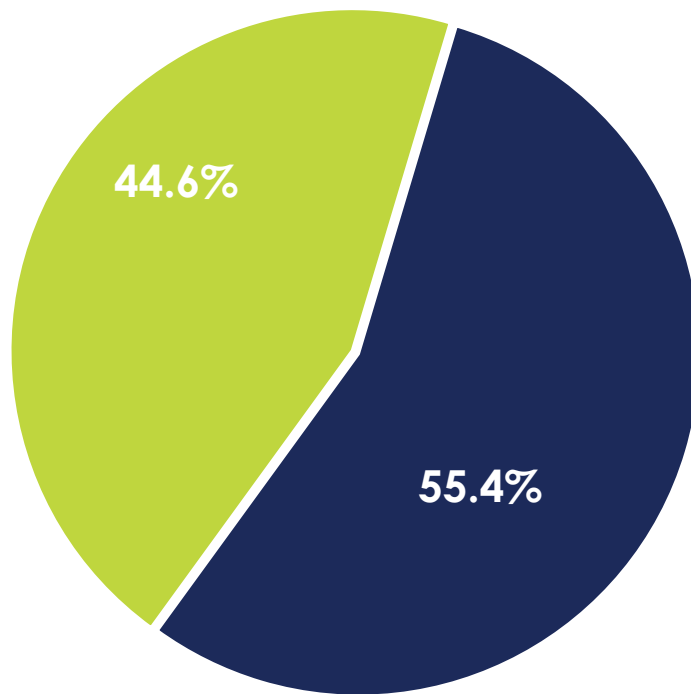
# FY20/21 OPERATING BUDGET UPDATE

OPERATING REVENUE	ANNUAL BUDGET	YEAR TO DATE AUGUST 31, 2020	
		BUDGET	ACTUAL
Farebox revenue	\$ 1,109,140	\$ 277,285	\$ 201,171
CSX usage fees	\$ 3,760,457	\$ 940,114	\$ 741,051
Amtrak usage fees	\$ 1,075,395	\$ 268,849	\$ 235,125
FCEN usage fees	\$ 29,163	\$ 7,291	\$ 7,042
Right-of-way lease revenue	\$ 103,234	\$ 25,809	\$ 30,937
Ancillary revenue	\$ 354,966	\$ 88,742	\$ 93,120
<i>Subtotal - System revenue</i>	<i>\$ 6,432,355</i>	<i>\$ 1,608,089</i>	<i>\$ 1,308,446</i>
FTA §5307 - Urbanized Area Grant Funds	\$ 10,416,581	\$ -	\$ -
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 16,848,936</b>	<b>\$ 1,608,089</b>	<b>\$ 1,308,446</b>

# FY20/21 OPERATING BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	YEAR TO DATE AUGUST 31, 2020	
		BUDGET	ACTUAL
Bombardier - Operations	\$ 10,721,416	\$ 2,680,354	\$ 2,640,438
Bombardier - Maintenance	\$ 16,423,480	\$ 4,105,870	\$ 4,098,557
Bombardier - Incentive/Disincentive	\$ 1,357,245	\$ 339,311	\$ 328,750
Conduent - Back-of-the-House Hosting	\$ 961,324	\$ 240,331	\$ 226,536
Conduent - Fare Equipment Maintenance	\$ 2,281,026	\$ 570,257	\$ 616,659
Herzog - Signal Maintenance of Way	\$ 3,271,522	\$ 817,881	\$ 828,627
Green's Energy - Fuel	\$ 2,015,072	\$ 503,768	\$ 313,724
Gallagher - Insurance	\$ 2,153,781	\$ 538,445	\$ -
Amtrak - Heavy Vehicle Maintenance	\$ 1,395,428	\$ 348,857	\$ 256,907
Wells Fargo - Banking Services	\$ 5,029	\$ 1,257	\$ 1,063
Bank of America - Merchant Services (Banking)	\$ 96,840	\$ 24,210	\$ 6,522
MidFlorida - Armored Car Service	\$ 45,387	\$ 11,347	\$ 5,940
AT&T/Verizon - Wi-Fi Service	\$ 35,262	\$ 8,816	\$ 8,330
Fare Media Smart Card	\$ 31,147	\$ 7,787	\$ -
Limited Use Smart Card	\$ 445,851	\$ 111,463	\$ -
PTC O&M Costs	\$ 5,000,000	\$ 1,250,000	\$ 642,915
<i>Subtotal - System operating costs</i>	\$ 46,239,810	\$ 11,559,953	\$ 9,974,965
Feeder Bus Expenses	\$ 2,028,263	\$ 507,066	\$ 29,405
Capital Maintenance	\$ 8,912,000	\$ 2,228,000	\$ 2,741,285
Consultant Support	\$ 9,404,698	\$ 2,352,487	\$ 2,650,066
<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>	\$ 66,584,771	\$ 16,647,505	\$ 15,395,721

# CAPITAL MAINTENANCE



■ Maintenance ■ Improvements

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## ■ Maintenance

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

## ■ Improvements

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

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