

WE'VE BEEN WORKING ON THE RAILROAD



Central Florida
Expressway Authority



Title VI



Florida Department of Transportation

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All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



Presentation Review

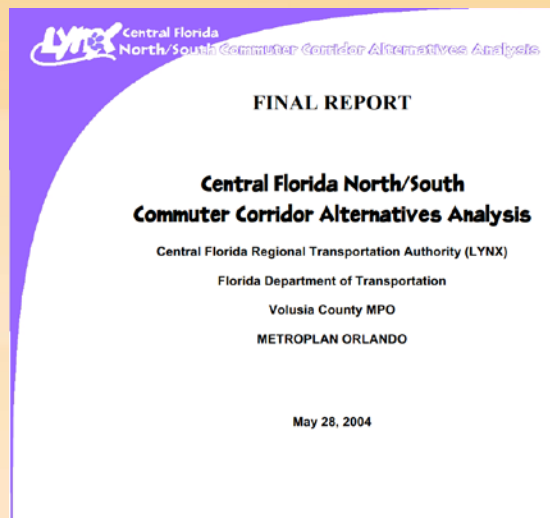
- SunRail History
- Agreement Summaries
- Contract Summaries
- Project Update



Project History



- 1992
 - Central Florida Commuter Rail Authority Project Feasibility Study
- 2002-2004
 - Central Florida North/South Commuter Rail Alternatives Analysis
- 2004
 - CSX negotiations begin
 - Local funding partners agree to pay for CRT environmental studies
- 2005
 - Regional LRT plans name Central Florida Commuter Rail Transit Number One transportation funding priority



Project History

- **August 2006**

- Reached agreement in principle with CSXT



- **July/August 2007**

- Unanimous local government approval of interlocal agreements for funding, operations, and governance

- **2008-2009**

- Legislative deliberation

- **July 2010**

- FDOT commits to pay for rail corridor, locals relieved of debt for fixed guideway bonds

- **December 2010**

- Signed contractual services agreements with Amtrak



Project History



- **July 18, 2011**
 - Phase I FFGA signed at Florida Hospital ceremonies
 - \$357.4 million
- **Nov. 3, 2011**
 - FDOT purchased the Central Florida Rail Corridor from CSXT
- **Jan. 27, 2012**
 - Groundbreaking Ceremonies held
 - Construction activities began
- **July 29, 2013**
 - FDOT took over dispatch operations on the Central Florida Rail Corridor from CSXT

Project History

- **May 1, 2014**
 - SunRail Phase 1 started operations
 - On budget; on time
- **Sept. 28, 2015**
 - FFGA signed for Phase 2 South
 - Four additional stations
 - 17 miles
 - \$187 million
 - Anticipated opening late 2017/early 2018
- **In Progress**
 - Phase 2 North to DeLand
 - Design progressing
 - Identifying federal funding sources



Agreements



■ Railroad Agreements

○ CSX Agreements

- Central Florida Operating and Management Agreement – Nov. 30, 2007
- Transition Agreement – Nov. 30, 2007
- Contract for Sale and Purchase – Nov. 3, 2011

Agreements

■ Railroad Agreements

○ FCEN

- Operating Agreement – July 11, 2011
 - In effect for 5 years, and continues unless terminated with 12 months advance notification

○ Amtrak

- Operating Agreement – July 11, 2011
 - In effect for 10 years, and continues unless terminated with 12 months advance notification.



Agreements



■ Interlocal Agreements

○ Interlocal Governance Agreement

- Between local funding partners
- Creates local governance structure
- Establishes Central Florida Commuter Rail Commission, Technical Advisory and Customer Advisory Committees
- Establishes operating, insurance and capital plan contributions for base service operations

○ Interlocal Funding Agreement

- Between FDOT and local funding partners
- Details financing responsibilities and cost thresholds for FDOT and local governments



Agreements

■ Interlocal Agreements

○ Interlocal Operating Agreement

- Between FDOT and the Central Florida Commuter Rail Commission
- Details base service requirements, fare structure, maintenance, security, marketing, staffing, administrative functions, funding obligations, reporting requirements, budgets, roles and responsibilities of FDOT and local government funding partners

○ Joint Use Agreements

- Details corridor, security and maintenance responsibilities between FDOT and local funding partners

Ownership/Management

- **FDOT solely responsible for development, design, engineering, reconstruction, construction, installation, procurement, operation, dispatch and maintenance for first 7 years**
 - CFCRC acts in advisory capacity to FDOT
 - Technical Advisory Committee serves in an advisory capacity to the CFCRC and FDOT
 - Customer Advisory Committee acts in an advisory capacity to the CFCRC and FDOT
- **After 7 years (May 1, 2021), the Central Florida Commuter Rail Commission assumes all responsibility for the system**
 - FDOT retains ownership of the corridor; provides easement to CFCRC
 - Property purchased with federal or state funds subject to federal/state review regarding disposition of property

Stations

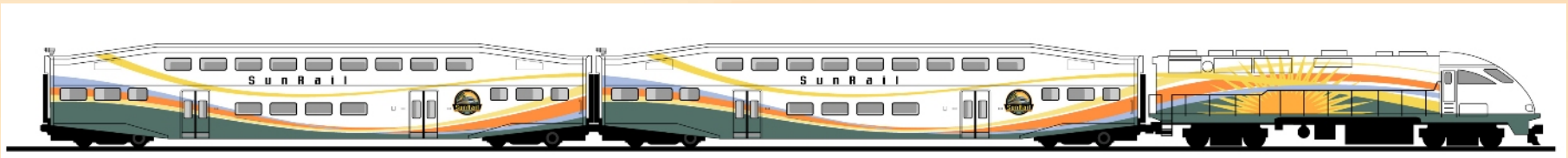
- JUAs detailing station, housekeeping, maintenance and security are assigned to CFCRC after 7 years
- Local governments have development rights at each station – even during FDOT funding period
 - Ownership of real estate outside of the rail corridor is transferred to the CFCRC after FDOT funding period
 - FDOT may allow local governments to engage in revenue producing activities on platforms on a case-by-case basis
 - Local governments may engage in revenue producing activities off platforms, as long as it does not restrict vehicular or pedestrian access to stations and parking areas
 - Local governments control all land use decisions in the station areas, as long as it does not restrict vehicular or pedestrian access to stations and parking areas.
 - No parking fees may be assessed within station parking areas during FDOT funding period

Operations and Maintenance

- During FDOT funding period, service level adjustments must be agreed to by local governments, including a decision on cost allocations
- Following FDOT funding period, local operations and maintenance costs are based on average boardings at stations
 - Costs adjusted annually, with a credit for farebox revenue collected at each station
 - Local governments can use funds from the FDOT work program in their geographic area to cover any increases over the System Operating Deficits specified in Governance Agreement
 - Local government funding partners may enter into separate funding/maintenance agreements with individual municipalities

Partner Investment

- **Central Florida Commuter Rail System**
 - \$615 million in Capital Costs (Interlocal Agreements)
 - Federal -- \$307.5 million
 - State -- \$153.75 million
 - Local -- \$153.75 million
- **System Operations and Maintenance**
 - State pays operations and maintenance costs for the first 7 years of operation
 - \$34.4 million (FY 2015)
 - Local governments in year 8 (May 1, 2021) and beyond



Contracts

- Operations and Maintenance
- Bombardier
 - Contract length: 10 years
 - Transferable to CFCRC
 - Responsible for all Operations and Maintenance activities along the 61.5-mile Central Florida Rail Corridor



Contracts

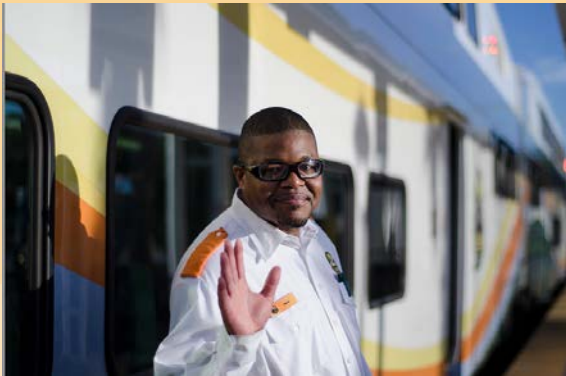
■ Maintenance Services

- Inspect, maintain and repair all property
- Rail inspection and maintenance
- Ties and timber inspection and maintenance
- Track structure inspection and maintenance
- Ballast and roadbed maintenance
- Highway grade crossing maintenance
- Drainage maintenance
- Fencing maintenance
- Building and facility maintenance
- Switch machine maintenance
- Bridge inspection and maintenance
- Signal inspection and maintenance
- Materials management
- Flag protection
- Cleaning (vehicles, platforms, ROW)
- Maintenance of HVAC systems
- Disposal of hazardous materials
- Operation of movable bridge
- Environmental services
- Training and qualification of O&M personnel

Contracts

■ Transportation Services

- Staff trains with locomotive engineers and conductors
- Provide dispatch services for the entire corridor (24 hours per day/7 days per week)
- Provide bridge tender services (24 hours per day/7 days per week)
- Provide required training to transportation personnel
- Provide Lost and Found services
- Provide Customer Service services
- Provide IT support for all systems



Contracts

- **Signal Maintenance of Way**
- **Herzog**
 - Contract Length: 7 years
 - Transferable to CFCRC
 - Maintain signal systems along the 61.5-mile CFRC



Contracts

- Marketing/Business Development
- Data Transfer Solutions
 - Contract length: 12 years
 - Transferable to CFCRC
 - Responsible for community outreach, marketing and advertising activities, business development, safety outreach support, website development and maintenance, videography, branding, Ambassador management, special events and ridership growth strategies



Contracts

- **Vehicle Heavy Maintenance**
- **Amtrak**
 - Contractual Services Agreement
 - Contract length: 7 years
 - Transferable to CFCRC
 - Responsible for heavy maintenance of SunRail locomotives and cab cars at Amtrak Auto-Train facility in Sanford



Contracts

- Program Management
- Operations Oversight
- CH2M Hill (FDOT General Engineering Contract)
 - Contract length: 10 years
 - Transferable to CFCRC
 - Acts as an agency extension, overseeing contract compliance, construction, operations, maintenance, and all aspects of the project, including expansion plans

Project Update

- **SunRail celebrates one year of service**
 - Opened May 1, 2014 – on-time and on-budget
 - May 1, 2015 “Thank You!” to the 1 million passengers who used SunRail in its inaugural year of operations
 - On board giveaways; manager rides; station celebrations



Phase 1

- 12 SunRail stations
- 32 miles
- Free parking at suburban stations
- Platforms with canopies
- Passenger/emergency phones
- Security cameras
- Variable message signs
- Audio announcements
- Bike racks
- ADA-compliant ramps
- Drinking fountains
- Free transfers to LYNX and Votran





Commuter Train

Operates Monday – Friday

Peak Service

every 30 minutes

5:30 – 8:30 AM and 3:00 – 6:30 PM

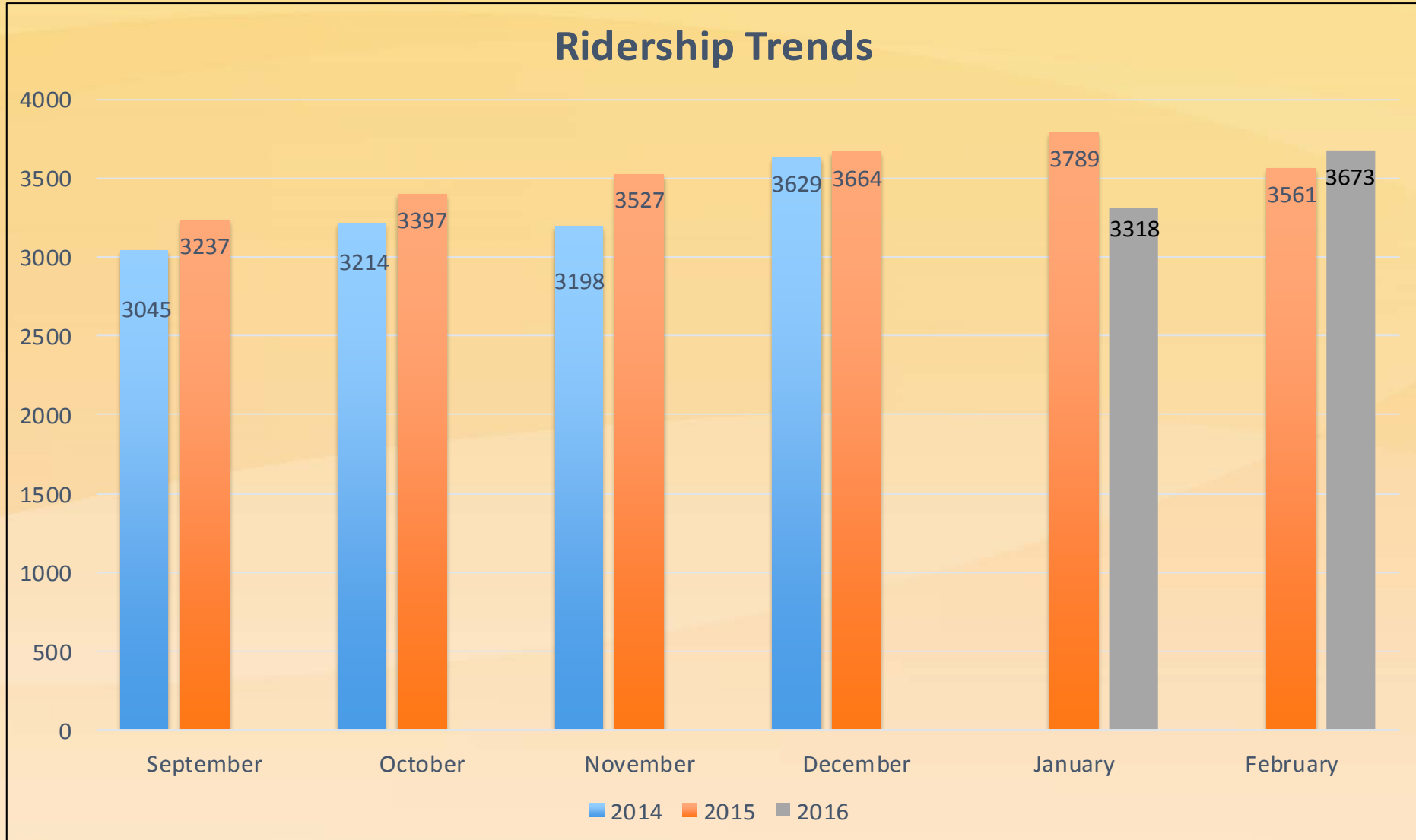
Off-Peak Service

Approximately every 1½ - 2 hours

Phase 1 Stations



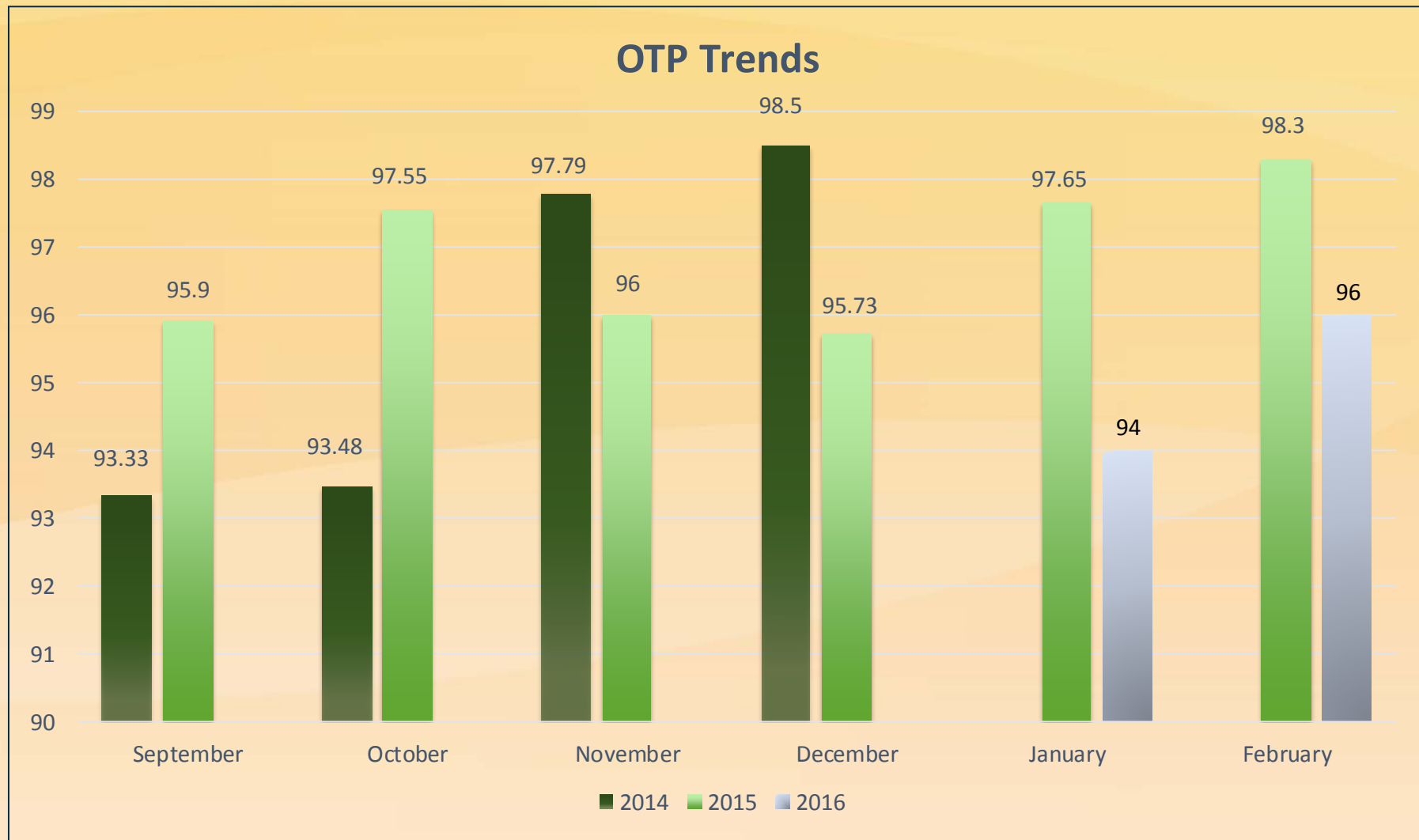
Ridership



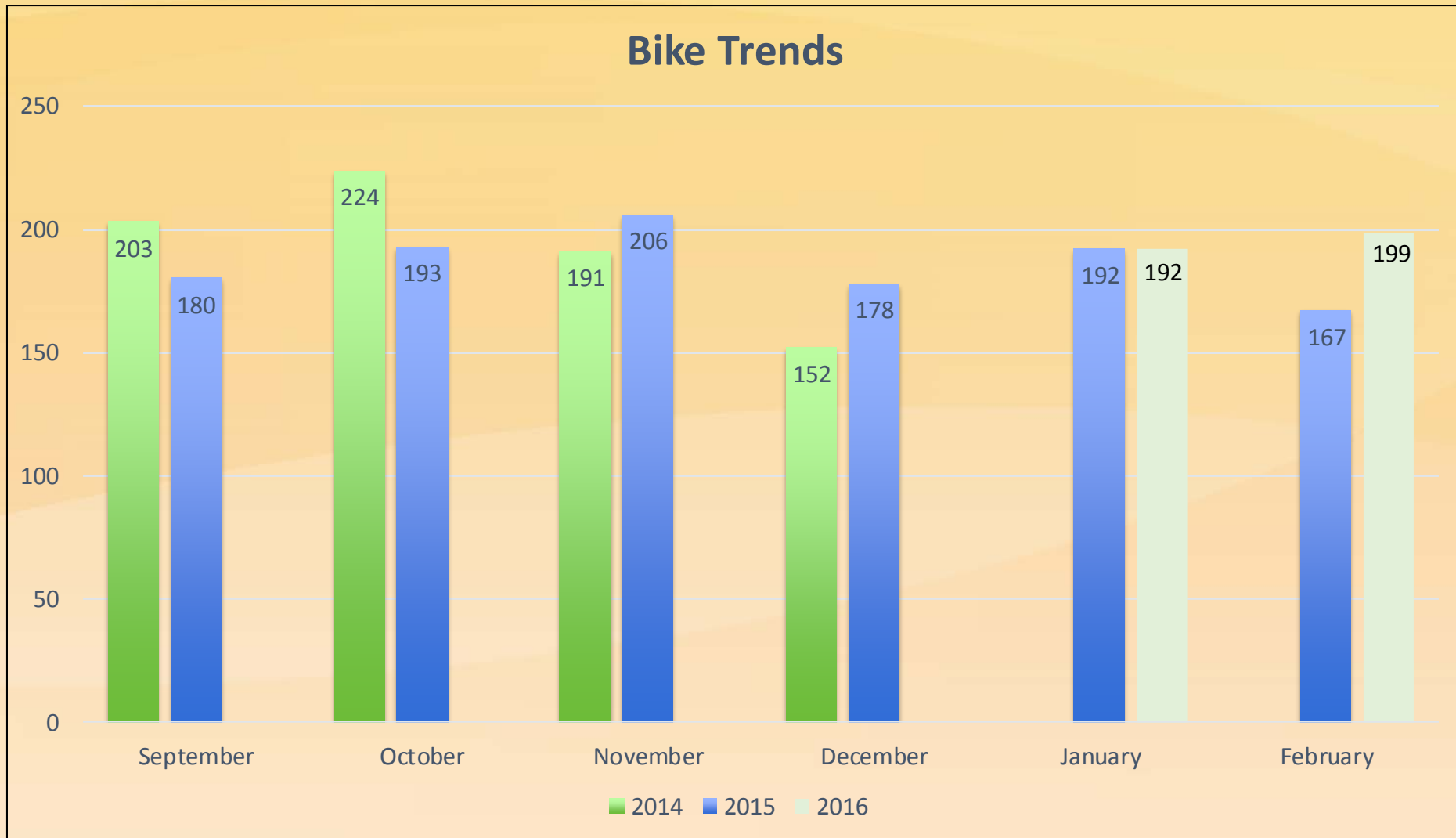
Ridership

- Late night train ridership averaged about 67 daily boardings
 - 27 Southbound
 - 40 Northbound
- New 1 p.m. midday train averages about 141 daily boardings
 - 57 Southbound
 - 84 Northbound
 - Additional overall ridership growth

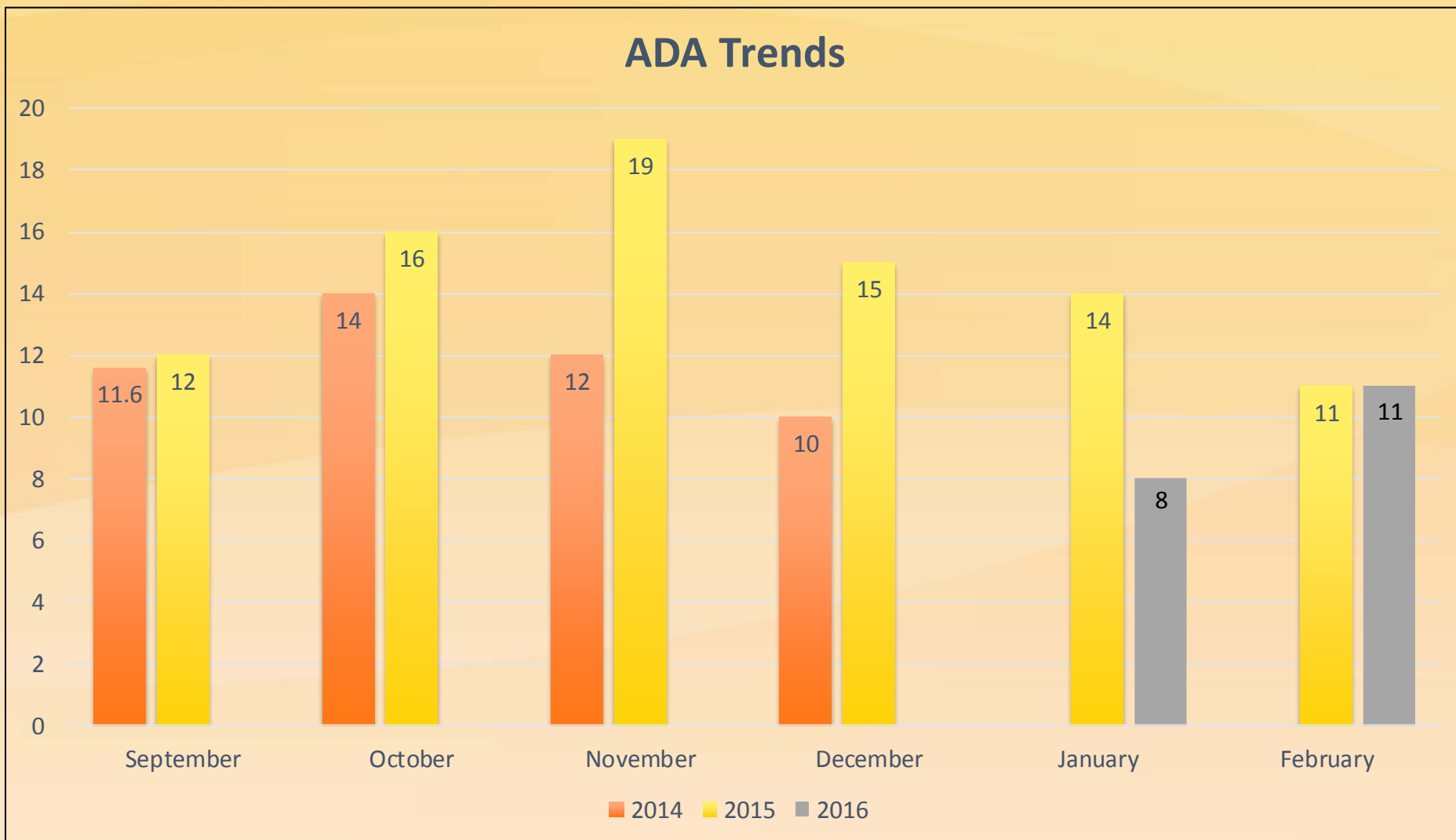
On-Time Performance



Bicycle Boardings



ADA Boardings





Expansion

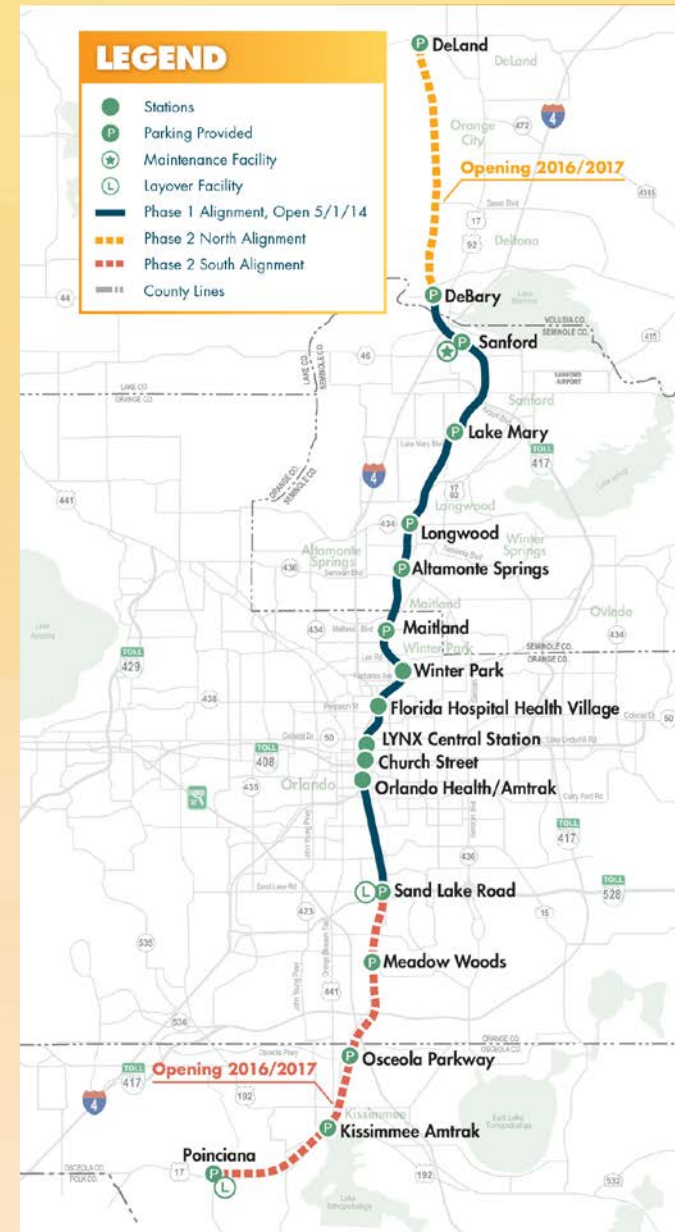
Phase 2 South (Q4-2017/Q1- 2018)

4 stations

- Meadow Woods
- Tupperware Station (at Osceola Parkway)
- Kissimmee/Amtrak
- Poinciana

Phase 2 North

- DeLand



Expansion

Phase 3 to OIA

- 5.5 mile extension with planned connection at OIA Intermodal Facility
- Ongoing coordination with City of Orlando, GOAA and OUC
- Moving Forward with:
 - Preliminary Concepts
 - Operating Plans
 - Preliminary Ridership information (passenger and employee surveys)
- NEPA Evaluation – underway
 - Develop Public Involvement Program
 - Obtain permits and access agreements with property owners to initiate field reviews
 - Data collection efforts
 - Analysis of existing conditions



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Thank you!