

MetroPlan
Orlando
Board
Presentation

September 14,
2022

SunRail
Transition Plan
Consulting
Services



Presentation Agenda

- SunRail Project History
- Transition Analysis
- Operational Analysis
- Governance Analysis
- Financial Analysis
- Next Steps and Timeline



SunRail Project History

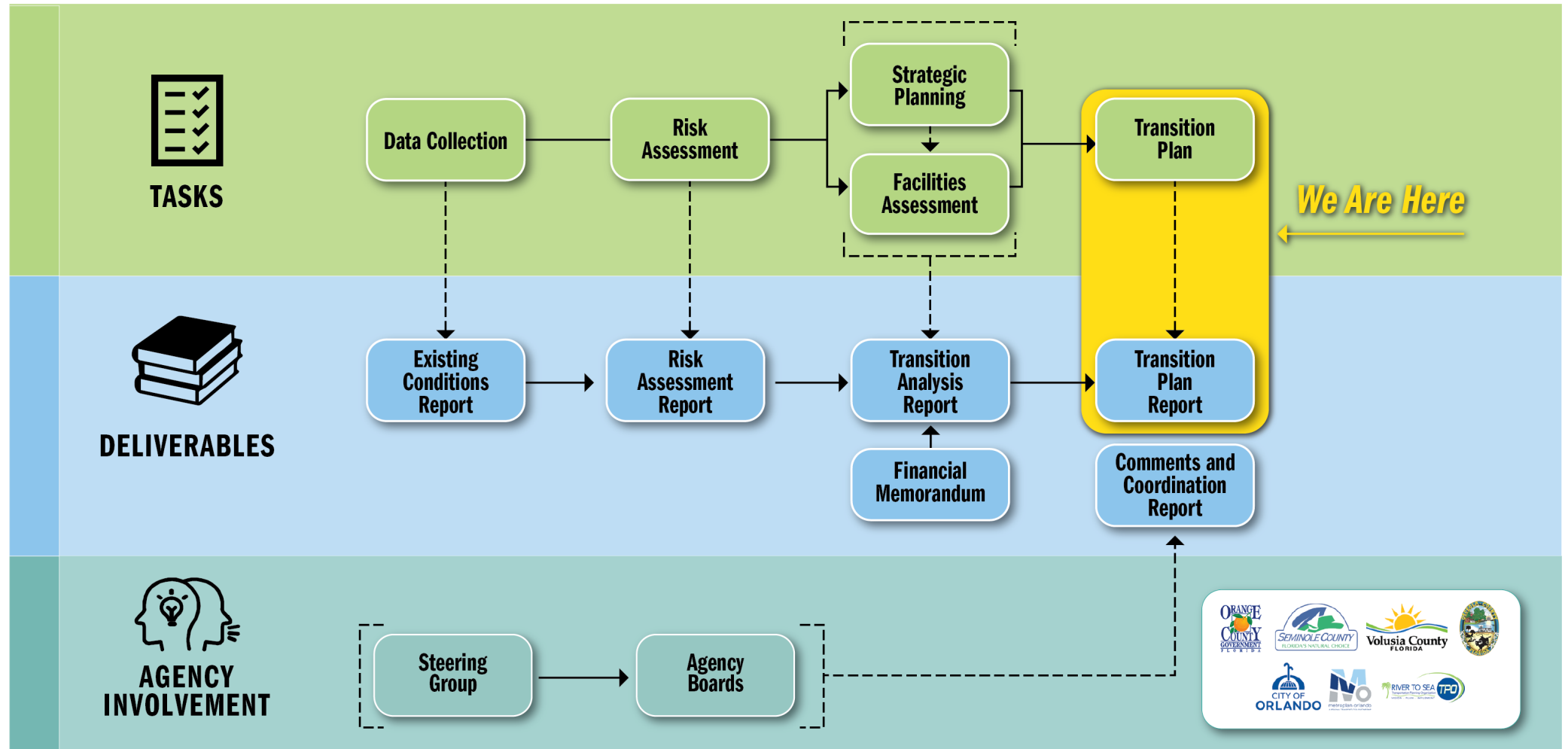
SunRail Project History

- Commuter Rail Interlocal Agreements approved (2007)
- SunRail commuter rail approved by Governor (2011)
 - FDOT responsible for design, permitting and construction of the system
 - FDOT to pay for cost for the rail system up to 7 years beginning May 2014
 - Central Florida Commuter Rail Commission created (Governing Board advisory capacity prior to transition)
 - Orange, Seminole, Osceola, Volusia and City of Orlando
- Transition to Local Funding Partners now tentatively scheduled for June 2024



Transition Analysis Status

Transition Study Process – Current Status



SunRail Operational Analysis

Operational Analysis

- SunRail infrastructure is in a State of Good Repair (SGR).
- A review of the past 3 years of Federal Railroad Administration (FRA) inspection findings and/or violations have not shown any systemic issues.
- The FRA is confident in and comfortable with the SunRail operation. Minimal updates to plans.
- **Recommendation:** Prior to transition, conduct review to ensure SunRail maintenance and CIP has progressed and not deferred.



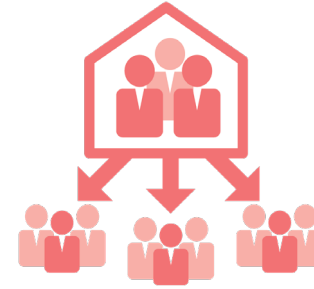
SunRail Governance

Three Potential Governance Options



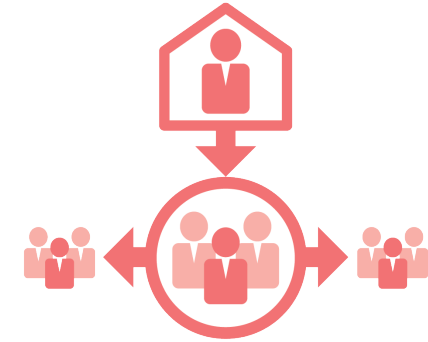
Option 1

CFCRC recruits comprehensive, in-house staff to provide all management, administration, and operating functions.



Option 2

CFCRC recruits in-house staff to provide management and administration functions while contracting out all operating services, like current FDOT organization.



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.

Option 1 – Commission hires all staff as direct employees



Commission serves as Board/governing body.



Most expensive.



Creates new agency; must develop administrative processes – HR, procurement, etc.



Requires approximately 200 employees.



Requires rental/purchase of office space.



Highest level of liability without contractors to share risk.



Efficient execution of policy, decision-making, actions.



High cost, long interval to recruit in FL market.



Potential FRA concern over new operating team.

Option 2 – Commission hires leadership, administrative staff while all operating personnel provided through contracts



Commission serves as Board/governing body.



Second most expensive.



Creates new agency; must develop administrative processes – HR, procurement, etc.



Requires approximately 50 employees. (est. 15 contract)



Requires rental/purchase of office space.



Sheds risk from Commission to operating contractors.



Efficient execution of policy, decision-making, actions.



Medium cost and time to recruit in FL market.



Likely FRA confidence with continuing contractors.

Option 3 – Commission contracts entire organization/operating to existing agency - LYNX



Commission serves as Board/governing body.



Least expensive option all years.



Leverages experience, assets, services of existing agency.



Requires approximately 9 additional LYNX employees.



Utilizes existing LYNX office space.



Sheds risk from Commission to LYNX, contractors.



Commission policy and decision-making execution through LYNX CEO.



Requires agreement between Commission and LYNX.



SunRail and LYNX's reputations are connected.

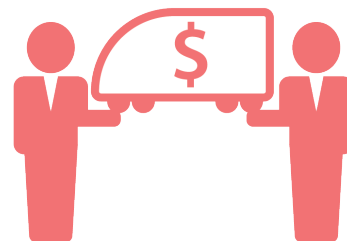


Likely FRA confidence with continuing contractors.



SunRail Financial Analysis

Four Types of Cost Allocations Per Agreements



Insurance	Operating Costs	Capital Plan Funding	Station Maintenance Costs
Maintain liability insurance with a deductible or self-insured amount	LFP responsible for share of system operating costs	LFP responsible for share of capital projects for the system	Maintenance and housekeeping costs

Local Operating Share Methodology

Step 1	Operating Costs — Revenue for Operations = Operating Deficit		
Step 2	Operating Deficit × Embarking & Disembarking Share = Local Operating Support		
		Volusia 9.58%	Volusia \$
		Seminole 18.32%	Seminole \$
		Orlando 33.23%	Orlando \$
		Orange 23.18%	Orange \$
		Osceola 15.68%	Osceola \$

Notes: 1. DeLand average embarking share is assumed to be 200 embarkings/day, assuming 250 commuting days per year.
2. DeLand average disembarking, average peak embarking, and average peak disembarking is estimated based on the proportions observed by DeBary compared to average embarking share.



LOCAL OPERATING SHARE ALLOCATION

(Based on CY 2019 Ridership)

STATION	County	Total Embarkings/ Disembarkings (annual)	Peak Hour Embarkings/ Disembarkings (annual)
DeLand	Volusia	102,030	76,425
DeBary	Volusia	213,866	159,770
Sanford	Seminole	153,030	110,860
Lake Mary	Seminole	173,720	135,680
Longwood	Seminole	128,029	101,805
Altamonte Springs	Seminole	141,908	108,861
Maitland	Orange	112,628	93,496
Winter Park	Orange	265,374	167,456
Florida Hospital	Orlando	189,042	148,126
LYNX	Orlando	330,915	263,782
Church Street	Orlando	362,486	295,294
Orlando Amtrak	Orlando	171,960	143,714
Sand Lake Road	Orange	142,819	108,956
Meadow Woods	Orange	242,617	202,181
Tupperware	Osceola	99,660	79,406
Kissimmee	Osceola	222,025	166,802
Poinciana	Osceola	192,349	142,399
TOTAL		3,244,458	2,505,013



Funding Partner	% Share of <i>Total</i> Embarkings & Disembarkings	% Share of <i>Peak Hour</i> Embarkings & Disembarkings	Funding Allocation (%) Average of GREEN and ORANGE
Volusia	315,896 (9.74%)	236,195 (9.43%)	9.58%
Seminole	596,687 (18.39%)	457,206 (18.25%)	18.32%
Orlando	1,054,403 (32.50%)	850,916 (33.97%)	33.23%
Orange	763,438 (23.53%)	572,089 (22.84%)	23.18%
Osceola	514,034 (15.84%)	388,607 (15.51%)	15.68%
TOTAL	3,244,458 (100%)	2,505,013 (100%)	100%

1. DeLand average embarking share is assumed to be 200 embarkings/day, assuming 250 commuting days per year.
2. DeLand average disembarking, average peak embarking, and average peak disembarking is estimated based on the proportions observed by DeBary compared to average embarking share.
3. CY 2019 used since Covid disruptions affected March 2020.

Capital Cost Share Methodology

- Five Year Capital Plan
 - Station Upgrades
 - Infrastructure upgrades
 - Vehicle Overhauls, etc.
- Allocated based on track miles in each jurisdiction

Funding Partner	Track Miles	Funding Allocation (%)
Volusia	12.7	21%
Seminole	16.4	27%
Orlando	5.5	9%
Orange	16.3	27%
Osceola	9.6	16%
Total	60.5	100%



Revenue Categories

REVENUE CATEGORIES	CFCRC 2021 REVENUE
Amtrak Usage	\$792,270
FCEN Usage	\$27,151
CSXT Usage	\$3,198,217
Advertising	\$106,060
LYNX Back Office Share	-
Miscellaneous Reimbursement	\$166,800
Damage Claims	-
ROW Lease	-
Fiber Lines	-
Transition Maintenance	-
Interest	\$132
Advertising - Deposited at DFS	\$158,650
Fare Box Collections - Deposited at DFS	\$1,057,817
Card Fare - Deposited at DFS	\$14,615
FTA 5307 Funding	\$10,000,000
TOTAL	\$15,521,712



Governance Options - Cost Comparison

Governance Options	(Q4 only) FY24 Total Costs*	FY25 Total Costs	FY26 Total Costs	FY27 Total Costs	FY28 Total Costs	FY29 Total Costs
Option 1	\$16.4	\$64.2	\$66.4	\$79.8	\$62.9	\$65.2
Option 2	\$15.8	\$61.8	\$58.1	\$60.2	\$61.3	\$63.6
Option 3	\$13.8	\$53.9	\$49.9	\$51.3	\$52.2	\$54.2

*Total costs estimates (net of all revenues) includes operations, capital maintenance, and insurance. LFP Fiscal Year.



LFP Allocations for Three Governance Options

Option 1

	Local Government Partner Fiscal Years					
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029
Costs Net of All Revenues (\$ Millions)						
Volusia	\$1.5 - \$1.8	\$5.7 - \$6.9	\$6 - \$7.3	\$7.4 - \$8.8	\$5.7 - \$6.8	\$5.9 - \$7.1
Seminole	\$2.7 - \$3.3	\$10.7 - \$13	\$11.2 - \$13.5	\$13.6 - \$16.3	\$10.6 - \$12.8	\$11 - \$13.3
Orlando	\$4.8 - \$5.9	\$18.9 - \$23.1	\$19.3 - \$23.6	\$23.1 - \$28.1	\$18.4 - \$22.5	\$19.1 - \$23.3
Orange	\$3.4 - \$4.2	\$13.5 - \$16.4	\$14 - \$17	\$16.9 - \$20.4	\$13.2 - \$16.1	\$13.7 - \$16.7
Osceola	\$2.3 - \$2.8	\$9.1 - \$11.1	\$9.4 - \$11.4	\$11.3 - \$13.7	\$8.9 - \$10.8	\$9.2 - \$11.2

Option 2

Volusia	\$1.4 - \$1.7	\$5.5 - \$6.7	\$5.2 - \$6.3	\$5.4 - \$6.5	\$5.5 - \$6.7	\$5.7 - \$6.9
Seminole	\$2.6 - \$3.2	\$10.3 - \$12.5	\$9.8 - \$11.8	\$10.1 - \$12.3	\$10.3 - \$12.5	\$10.7 - \$13
Orlando	\$4.7 - \$5.7	\$18.2 - \$22.2	\$17 - \$20.8	\$17.6 - \$21.5	\$17.9 - \$21.9	\$18.6 - \$22.7
Orange	\$3.3 - \$4	\$13 - \$15.8	\$12.2 - \$14.8	\$12.7 - \$15.4	\$12.9 - \$15.7	\$13.4 - \$16.2
Osceola	\$2.2 - \$2.7	\$8.7 - \$10.6	\$8.2 - \$10	\$8.5 - \$10.3	\$8.7 - \$10.5	\$9 - \$10.9

Option 3

Volusia	\$1.2 - \$1.5	\$4.8 - \$5.8	\$4.5 - \$5.4	\$4.7 - \$5.6	\$4.7 - \$5.7	\$4.9 - \$5.9
Seminole	\$2.3 - \$2.8	\$9 - \$11	\$8.4 - \$10.2	\$8.7 - \$10.5	\$8.8 - \$10.7	\$9.1 - \$11.1
Orlando	\$4.1 - \$5	\$15.8 - \$19.3	\$14.6 - \$17.8	\$15 - \$18.3	\$15.2 - \$18.6	\$15.8 - \$19.3
Orange	\$2.9 - \$3.5	\$11.3 - \$13.8	\$10.5 - \$12.8	\$10.8 - \$13.1	\$11 - \$13.3	\$11.4 - \$13.8
Osceola	\$2 - \$2.4	\$7.6 - \$9.3	\$7.1 - \$8.6	\$7.3 - \$8.8	\$7.4 - \$9	\$7.7 - \$9.3



*Costs do not include PTC, or ROW lease/fiber line revenues

Next Steps

Underway, Completed and Next Steps



Discussion/Questions