



TECHNICAL ADVISORY COMMITTEE

JANUARY 10, 2024





Central Florida Commuter Rail Commission

Technical Advisory Committee

Date: January 10, 2024
Time: 2:00 p.m.
Location: LYNX Central Station
2nd Floor Open Space Room
455 North Garland Avenue
Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Welcome**
- II. Call to Order and Pledge of Allegiance**
- III. Confirmation of Quorum**
- IV. Chair's Remarks**
- V. Action Items**
 - a. October 10, 2023, Meeting Minutes Approval
- VI. Public Comments**
- VII. Discussion Items**
 - a. Agency Update – David Cooke, Rail Administration Manager
 - b. Bus Connectivity
 - i. LYNX – Bruce Detweiler
 - ii. Votran – Bobbie King



Central Florida Commuter Rail Commission

Technical Advisory Committee

VIII. Transition Update

- a. Update - Tawny Olore

IX. Sunshine Corridor Update

- a. Project Update – Brian Stanger

X. Committee Member Comments

IX. Next Meeting - Proposed

- a. Next Meeting – April 10, 2024 at 2:00 p.m. LYNX Open Space Room

XII. 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 Roger Masten, FDOT/SunRail Title VI Coordinator 801 SunRail Dr. Sanford, FL 32771, or by phone at 321-257-7161, or by email at roger.masten@dot.state.fl.us at least three business days prior to the event.

Technical Advisory Committee Meeting

October 11, 2023
2:00 pm

LYNX Central Station

Attendees

Renzo Nastasi, Orange County
Alyssa Eide, Maitland
Keith Moore, Winter Park
Crissy Martin, Orlando
Bill Wharton, Seminole County
Jim Renzi, Altamonte Springs
Christopher Carson, Lake Mary
Shad Smith, Longwood
Miten Patel, Sanford
Joseph Barker, DeBary
Tawny Olore, Osceola County
Sarah Larsen, Metroplan Orlando

Brian Stanger, FDOT
David Cooke, FDOT
Michael Carman, SunRail
Sandra Gutierrez, SunRail
Kim Hymes, SunRail
Kristalyn Stewart, Evolve
Regina Cargill, Evolve
Mark Calvert, Evolve
Bobbie King, Volusia County
Bruce Detweiler, LYNX

Minutes

The meeting was called to order by Chair Tawny Olore at 2:03 p.m.

Pledge of Allegiance

Quorum was met

Announcements

- Mr. Renzo Nastasi is retiring. This was his last meeting, and he was thanked for his service, his counsel, and his friendship.

Action Item:

- Motion made by Keith Moore and a second by Renzo Nastasi to approve the April 12, 2023, meeting minutes. Motion made by Shad Smith and a second by Christopher Carson to approve the July 12, 2023, meeting minutes. The April 2023 and July 2023 meeting minutes passed unanimously.

Public Comment:

- No public comments.

Agency Update:

Presenter: David Cooke

- Hurricane Idalia Response
 - In anticipation of landfall on August 30th, service was temporarily suspended August 29th to prepare the corridor.
 - The tracks and signals were inspected as debris was removed and gates reinstalled on August 30th.
 - Service completely restored on August 31st.
 - Community was fully informed throughout the process through media releases, online/app updates, and social media.

- Train to Plane
 - LYNX has increased the number of buses and frequency of routes 111, 11, and 42 from Sand Lake Station to Orlando International Airport.
 - New campaign highlights:
 - § Increased frequency of buses for a quick and easy connection.
 - § Advanced wayfinding signage.
 - § New marketing campaign will target both commuters and potential passengers flying out of OIA.
- College Week Excitement!
 - SunRail partnered with colleges and universities in Central Florida to bring back College Week.
 - Students, faculty, and staff were able to ride free for the week of September 11th-15th, when they showed the conductor a valid college ID from one of the nine participating schools.
 - Stetson University was invited this year.
- Rail Safety Week 2003 – September 18th to September 22nd
 - The 2023 SunRail Safety Week campaign was designed to stop readers in their tracks as they consider the far-reaching implications of making rail safe decisions. The theme was called “Avoid the Impact”.
 - § Featured SunRail crews and law enforcement in videos describing the different emotional, financial, psychological, and physical impacts of a collision.
 - § Promotion with community partners.
 - § Tremendous media coverage was earned throughout the week with local news organizations.
- Operation Safe Track/Partners in Law Enforcement
 - Largest law enforcement presence to date for education and grade crossing enforcement days.
 - § Over 21 grade crossings.
 - § All law enforcement agencies represented by the counties and cities along the CFRC participated.
 - § Strong presence with educational handouts, warnings, and citations.
- Phase 2 North Construction Update
 - DeLand Station Construction Progress
 - § Front entry excavated while maintaining access to working Amtrak Station.
 - § Main parking area cleared – 102 spaces.
 - § Drainage and retention pond in development.
 - § In-progress photos were presented of the concrete footers for the columns and station platform under construction. Rebar that is embedded in the grade beams and concrete columns will tie the entire platform together.
 - § Intend to be complete with this project in May 2024 in time for Transition.
- Fare Collection System Update
 - SunRail’s Advanced Ticketing System
 - § In the process of rolling out a test group for the new mobile ticketing app in the next few weeks before moving into the construction of the new Ticket Vending Machines (TVMs).
 - § SunRail’s new TVMs have arrived and are being inspected in FDOT’s warehouse. Planning to begin installation in November/early December
 - § Tickets will print a QR code on standard paper stock, greatly reducing costs.
 - § 67 TVMs will be installed – 22 are Full Service and 45 are Cashless.
 - Mobile Ticketing
 - § Compatible with Apple and Android Smart Phones.
 - § Saves time by allowing users to purchase train tickets in advance.
 - § Easy to manage rider SunCard Accounts.
 - § Greatly reduces the need and expense of printing single-day tickets and SunCards.

- Testing and Rollout Times
 - § Mobile Ticketing App
 - Internal Testing – Current
 - External Test Group – October 2023
 - Public Release – November 2023
 - § Ticketing Vending Machines and TVUs
 - Platform Installation – February 2024
 - Final Installation – March/April 2024
 - § **Question from Renzo Nastasi:** Is the Moovel system compatible with LYNX?
Answer from David Cooke: Yes, it will be. What we have run into is a conflict where those cards can read directly by LYNX's equipment. We will still be able to show the features like they do today.
 - § **Question from Tawny Olore:** I received Kim's email. Did you get enough people for the test group?
Answer from David Cooke: About 15 have responded, and I gave until the end of today to respond. If anybody would like that email to sign up, let me know and I will forward it to you. You have to be a SunRail rider to be a part of the test group.
 - § **Question from Renzo Nastasi:** In the long-term, what about parking for the airport and having compatibility with the system?
Answer from David Cooke: I'm not aware of that at this point.
 - § **Question from Tawny Olore:** Is it open architecture?
Answer from David Cooke: Yes, we are purchasing it.
 - § **Question from Joseph Barker:** Are there any cost-savings estimates on the mobile fare system?
Answer from David Cooke: Yes, and the number is probably well over \$1,000,000.00 a year in savings.
 - § **Question from Shad Smith:** Do you check in and out on your phone?
Answer from David Cooke: Yes, just tap off on your phone. It uses QR code as opposed to the barcode.
 - § **Question from Tawny Olore:** You don't have to go up to the TVU?
Answer from David Cooke: No, you just use the app.
- Coming Soon
 - Mobility Week: October 27th – November 3rd
 - Boo! On Broadway (Kissimmee): October 27th
 - Mobile Ticketing Pilot Program
 - Holiday Promotions
- Average Daily Ridership
 - July through September Average – 3,997.
 - Following a trend line and want to get those numbers higher.
- On-Time Performance Average 88.2% July – September 2023
 - July – September 2023

| | | |
|------------|----------------|------------------|
| Goal = 95% | Actual = 88.2% | Contract = 98.4% |
|------------|----------------|------------------|
 - Above Average

| | | |
|-----------------|-------------------|------------------|
| On-Time 22 Days | 61 Operating Days | Ran 2,520 Trains |
|-----------------|-------------------|------------------|
- 2023/2024 Operating Budget - Operating Costs, Capital Maintenance, and Consultant Support
 - Budget and Actual spent figures shown in a table.
 - Total Annual Operating Budget is \$81,577,558.
- 2023/2024 Operating Budget – Operating Revenue
 - Total Operating Revenue is estimated at \$34,189,325.
 - **Question from Tawny Olore:** Does that include consultant support for Phase 2 North, or is this strictly for the Phase 1/Phase 2?
Answer from David Cooke: Yes, it does include consultant support for Phase 2 North. It does not include the CEI being done during the construction, but any other in-house support by our consultants would be included in the

current budget.

- **Question from Renzo Nastasi:** When it's operational, there could be some additional budget. **Answer from David Cooke:** Yes, there could be some additional budget.
- **Question from Tawny Olore:** Do you have those estimates from your vendors? **Answer from David Cooke:** No.
- **Question from Tawny Olore:** I think there was other funds that came in from FTA. Is that included within the Section 5307 funds shown here? I think they are the State of Good Repair dollars. Have those started rolling into the system yet? **Answer from David Cooke:** Not exactly, we have been allocated about \$5 million from FTA through Section 5337, but we have not actually received those funds yet. It would be a separate funding source that would be in addition to 5307 funding. Ms. Olore responded that there's additional dollars that come into the system and that additional revenue will start coming in from the federal government.
- **Comment from Tawny Olore:** On the operations side, I don't think a lot of folks really understand what has to be done to get ready for a large storm. Can you summarize why SunRail has to close for two days or so? **Answer from Michael Carmen:** For the most part, we don't want to have our employees taking down gates in the middle of the storm. Any gate arms greater than 28 feet need to be removed. If not, they could become flying debris and a safety hazard. Any gates under 28 feet, we have to tie down. With 126 grade crossings, it is a very time consuming task, generally is about a 16-hour process. We typically start in the middle to allow both CSX and Amtrak to continue running as long as possible on the outside of the corridor then move outward. This decision is usually made about 48 hours in advance. We have to take precautions to ensure the safety of our employees as well as the public. It is typically about a 12-14 hour process to put the gates back up, which is a time consuming effort. We have to secure the equipment and cover the stacks to ensure not much rainfall gets inside the equipment. The stacks are quite heavy, and we have to get up on top of the locomotives which is a very intense process.
- **Comment from Crissy Martin:** I've heard the number of just about \$60 million for transition. The numbers here show about \$48M in deficit. **Answer from Tawny Olore:** Remember, there is about \$10-12M for DeLand as well as agency costs that are not shown here. For example, under the Lynx option, the CFCRC would have to hire six full-time employees and a portion there of other staffing needed like the CEO.

LYNX Bus Connectivity

Presenter: Bruce Detweiler

- Fixed-Route Average Daily Boardings & Alighting by SunRail Station Area
 - July ridership compared to last year is up 3%, and August ridership compared to last year is up 13%; overall for fiscal year up 16%
 - Highest ridership – Sanford, Winter Park, Advent Health, and Sand Lake Stations.
- Feeder Bus Route Analysis (Phase 2 South Routes)
 - July – 2% increase cumulative total for neighbor link and 3% increase for fixed route.
 - August – 6% decrease for neighbor link and 2% increase total for fixed routes.
- **Question from Tawny Olore:** If you go back and look at the July numbers, do you know what happened? When you look at August there was a 47% decrease, and then it's back up. Were there some counters that were not working? **Answer from Bruce Detweiler:** We did a deep dive into that, and it is a fare box issue.
- **Question from Tawny Olore:** David mentioned earlier about the Sand Lake Road Plane to Train, are you seeing any increases in that route with this campaign? **Answer from Bruce Detweiler:** When pulling those numbers together, we are trying to remind everyone what we did back in August; we extended the LYNX 42 service into Sand Lake SunRail seven days a week. So that gives you a second option, especially during mid-day to get to the airport. Previously LYNX 111 came every hour mid-day and now with LYNX 42 coming every 30 minutes, you have more options. We will look at both routes, previous to and after service route changes, to see if there are more ridership pickups at Sand Lake going to the airport. Right now, I don't have those

numbers. We are having a slight issue with the counters, but we are working to get that resolved.

-

Votran Bus Connectivity

Presenter: N/A

- No one present to report.
- **Question from Tawny Olore:** Before we move onto the Transition Update, I recall FDOT was installing the laser counters on the trains; what is the installation update and are they running?
Answer from Michael Carmen: Not yet. It's about 50-60% complete. It's three stages because of the hardware. We will be done by the end of the year.

SunRail Transition Update

Presenter: Tawny Olore

- Our group continues to meet weekly. We alternate with our Steering Group which is the five local partners talking about transition, and then we meet with FDOT the following week.
- We are making steady progress on some of the transition items. We are working through some commuter rail easement language and encroachment issues resolution.
- Looking to have some agreements or at least a form of agreements by the end of this year, and the transition date will likely happen toward the end of 2024.

Sunshine Corridor Update

Presenter: Brian Stanger

- Feedback is Driving Adjustments
 - Transfer Location Options – adding one on the mainline to analyze and compare to the other options
 - Levels of Service
 - Quality of Service – looking at the diagram to the right:
 - § Green box = SunRail mainline with 1 hr and 40 min travel time from DeLand to Poinciana at 30 min frequencies (morning/evening peaks)
 - § Dark blue box = Direct shuttle service to OIA with 28 min travel times (southbound leaves from LYNX and northbound leaves from Kissimmee) at 15-min frequencies
 - § Orange box = OIA to OCCC to Disney Springs with a 25-min travel time running at 15-min frequencies
- Preliminary Results
 - Ridership Model – Strong Ridership to OIA, OCCC, and South I-Drive. Upper right picture represents the swath moving forward with the TCAR analysis. It extends from OIA to the mainline heads west along Taft-Vineland down to SR 528 and stops at the proposed OCCC and then continues southwest on I-4 down to the Disney Springs area
 - Cost Estimates – Over \$2 Billion Capital Costs from OIA to OCCC.
 - Utilizing recent experience (e.g., Brightline and Phase 2 North) to develop cost estimates.
- Next Steps
 - Final Report by Working Group expected sometime later this fall to include ridership and cost estimates.
 - Provide Multiple Paths Forward for the Commission to consider.
 - FDOT to evaluate funding outlook for the 5-year, 10-year, and beyond for programs for Rail and Transit.
 - TCAR Public Involvement from October through November.

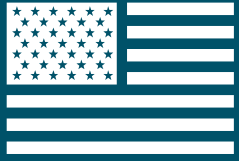
- **Question from Sarah Larsen:** In the analysis, are you including weekend service and what are your hours, or do you have an estimate? **Answer from Brian Stanger:** Yes, seven-day service, 24 hours.
- **Comment from Crissy Martin:** If you are going to the airport, you would really need weekends to accommodate the service. Thank you for coming to the city. The council really appreciated it. I ran into a couple of commissioners today who said it was nice to have a very high-level review. I would just ask when you are considering the funding source, that you would also need to consider designating a sponsor for the package. When the county and the city went to FTA, they said that in order to go forward with this application we really have to determine who that sponsor is. That needs to be one of the major considerations. **Comment from Brian Stanger:** Agreed. We are also keeping our eye on the FRA side with the pursuit for Federal/State Partnership grants. That announcement should be coming out in February 2024.
- **Question from Jim Resta:** Are we looking at building this out together, or the airport service before the Sunshine Corridor? **Answer from Brian Stanger:** That is one of the options we are going to present. Pros and cons of each and showing the Commission here's what we have, here's what we think, and then it's up to the Commission's direction after that. However, much of this will be dependent on the amount of federal funding that is available.
- **Question from Joseph Barker:** Is the seven-day service just in regard to the airport service or SunRail's entire service area? **Answer from Tawny Olore:** Those are the decisions the Commission would have to make. There has been discussion about doing direct connections - from the north to the airport and from the south to the airport. Might be able to include that service without the mainline service. There are several options and decisions that still need to be made. **Comment from Brian Stanger:** That's a great point, that as you add more service it costs more to run it. Not only is the operations a factor but we also have to consider the train crews are limited to hours of service. This requires us to have additional crews in reserve and we also have to account for additional maintenance on the corridor. Once you start running service on the weekends, there is additional maintenance required since you no longer have the weekends to perform routine maintenance activities which is what SunRail currently does.

Committee Member Comments

- Renzo Nastasi received a round of applause on his years of service and his upcoming retirement.

Next meeting is scheduled for January 10, 2024, at 2:00 p.m., Lynx Central Station, Administration Building, 2nd Floor

Meeting adjourned 2:39 p.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:

Esta reunión, proyecto o estudio se lleva a cabo sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar. Las personas que deseen expresar sus inquietudes relativas al cumplimiento del Título VI por parte del FDOT pueden hacerlo comunicándose con:

Reyinyon, pwojè, oswa etid sa a ap fèt san konsiderasyon ras, koulè, orijin nasyonal, laj, sèks, relijyon, andikap oswa sitiyaasyon fanmi an. Moun ki vle eksprime enkyetid yo konsènan konfòmite FDOT ak Tit VI ka fè sa lè yo kontakte:

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WELCOME



CHAIR'S REPORT

TAWNY OLORE, P.E.



APPROVAL

ADOPTION OF OCTOBER 10, 2023, MEETING MINUTES



PUBLIC COMMENTS



AGENCY UPDATE

DAVID COOKE

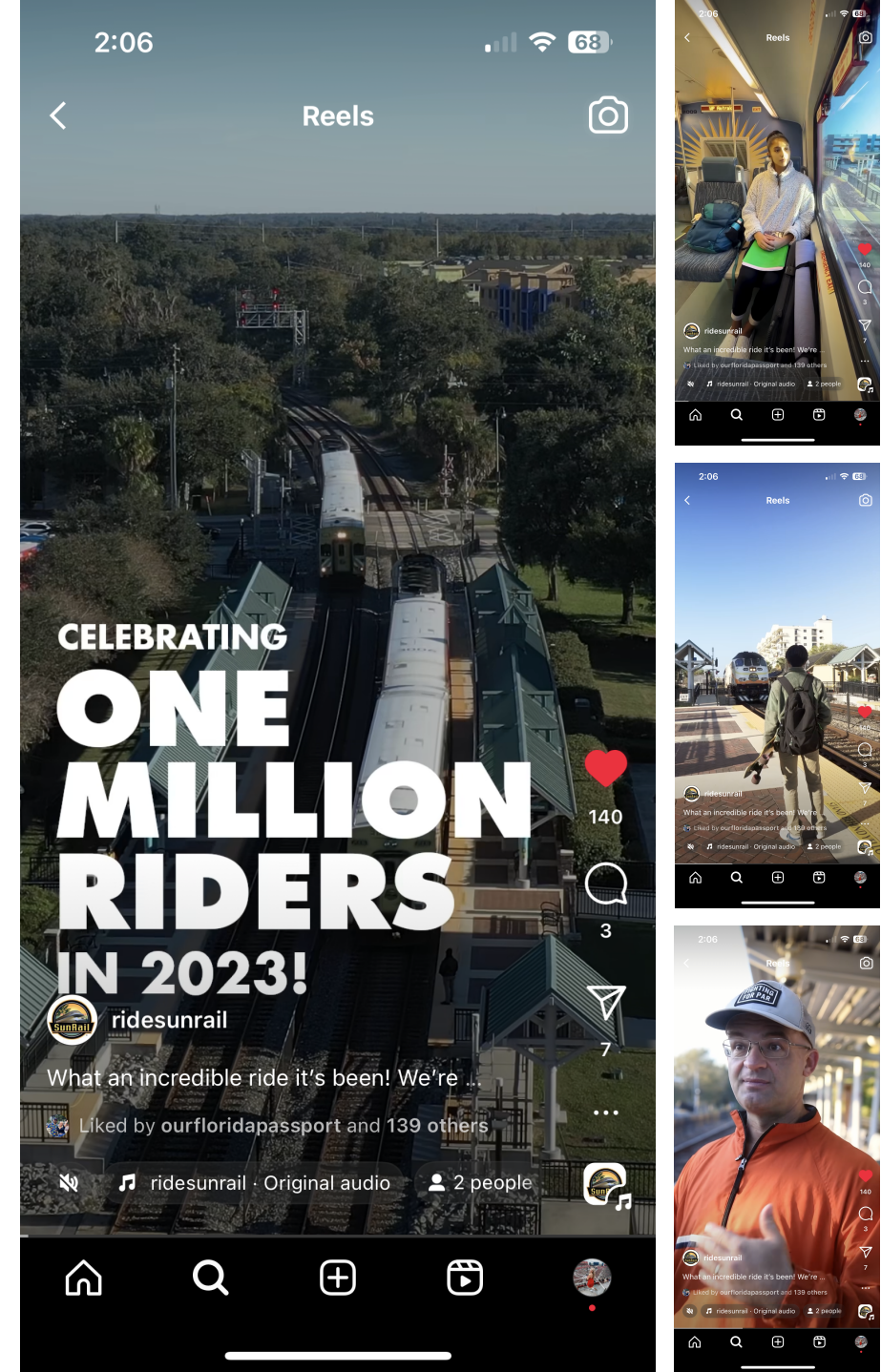
CFRC/SUNRAIL Rail Administration Manager



1 MILLION RIDERS!!!!

On December 7, 2023, SunRail reached over 1 million in ridership. This marks the first time in a calendar year we reached this number since 2019.

SunRail celebrated this milestone with a video collage of multiple riders expressing their excitement and appreciation about SunRail and shared it on all social media platforms.

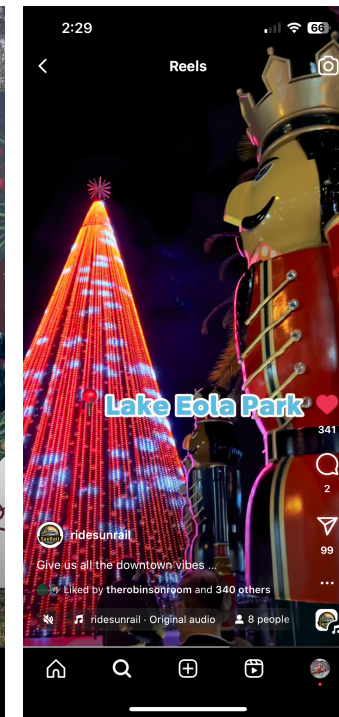




JINGLE RAIL

This multi-city partnership for the holiday season promoted taking the train to events along the corridor for the entire month of December.

- Boosted ridership daily
- Promoted different stops along the corridor with holiday themed attractions, food, and fun
- Ambassadors and Conductors handed out Jingle Rail stickers to kids and adults





SPECIAL SERVICE SUCCESS!!!

The Orlando Downtown Development Board sponsored two special services in December, one for Saturday December 23 and the other for the Pop-Tarts Bowl on Thursday, December 28.

- Strong turnout with over 7,000 in ridership
- Top destination stations were Church St and Winter Park
- There was incredible earned media coverage from local news networks and online publications





BOO! ON BROADWAY SUCCESS!

SunRail joined Kissimmee Main Street for Boo! On Broadway on Friday, 10/27.

- Kissimmee "Station 51" was decorated with a fun alien theme
- Over 1,000 families rode SunRail to and from the event
- Over 3,000 kids visited SunRail's booth where they received candy, safety information, and a special "Station 51" sticker
- An additional 9 PM northbound train service was sponsored by Nature's Table
- Cross promoted with FDOT's Mobility Week





MOBILITY WEEK 2023

Mobility Week is a statewide cooperative effort by the FDOT and its partner agencies to promote awareness of safe, multimodal transportation choices

- 10/27 – 11/3
 - Votran Rider Appreciation 10/31 at DeBary Station
 - Try It Thursday Success 11/2 - boost in ridership with over 600 additional riders
 - Free service all day in collaboration with LYNX
 - Safety Fair at LYNX Station





ON-TIME PERFORMANCE AVERAGE

October - December 2023

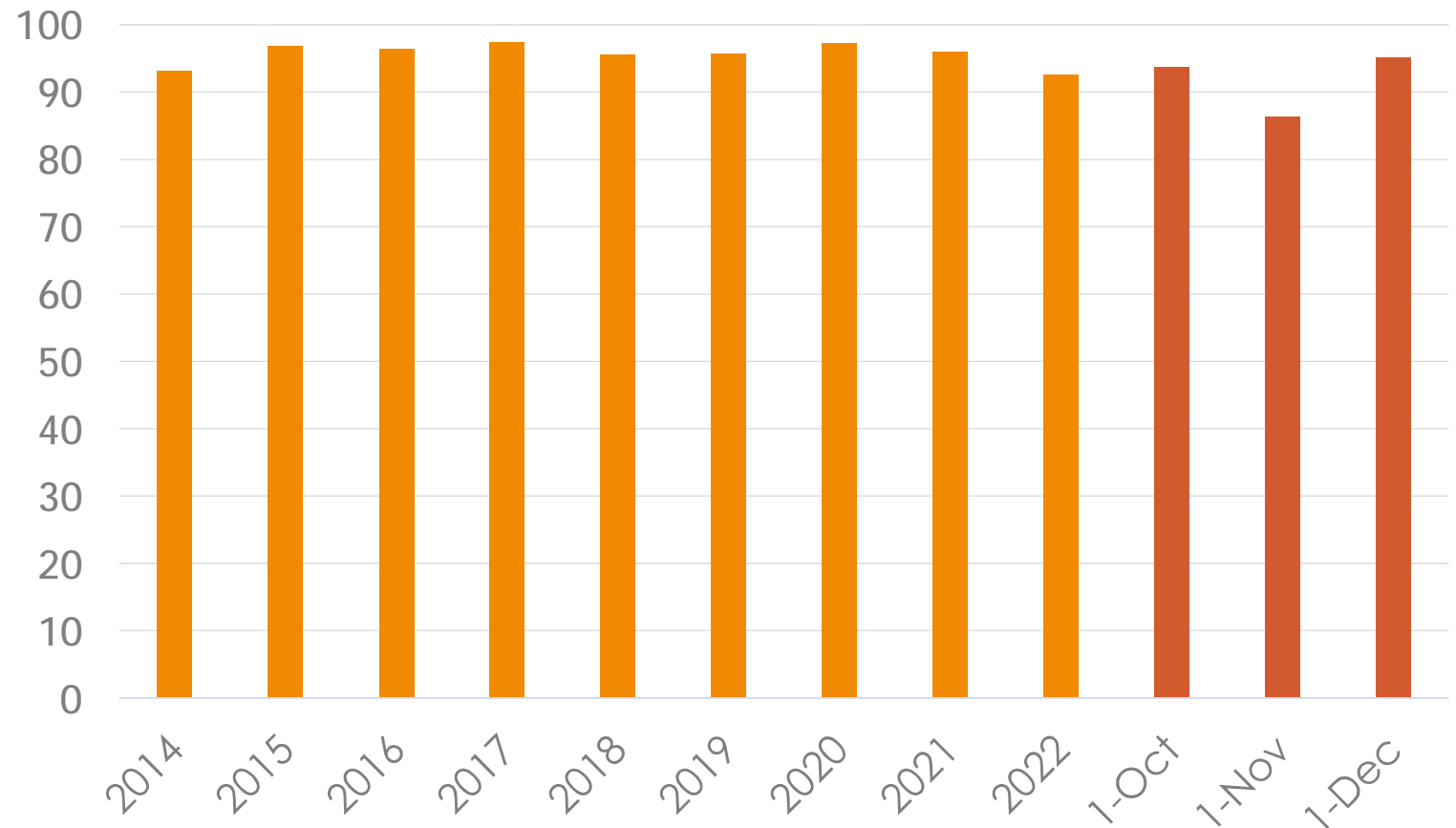
Goal = 95%

Actual = 91.7%

Contract = 98.8%

ABOVE AVERAGE

- On-Time 36 Days
- 63 Operating Days
- Ran 2,520 Trains





PTC SUCCESS

- 2023 Year to Date* PTC Active Operating Percentage:
 - SunRail 99.9%
 - CSX 99.8%
 - AMTRAK 99.9%

*Through December 31, 2023



| OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT |
|--|
| Alstom - Operations |
| Alstom - Maintenance |
| Alstom - Incentive/disincentive |
| Conduent - Hosting, Maintenance, Fare Media |
| Moovel Fare Collection O&M |
| Herzog - Signal maintenance of way |
| WiFi and APC O&M, Cellular for Comms |
| Fleet Management Witronix O&M |
| Green's Energy - Fuel |
| Gallagher - Insurance |
| Amtrak/Alstom - Heavy vehicle maintenance |
| Alstom/Herzog Misc Preventive Maintenance |
| Banking, Merchant, and Armored Car Services |
| Station and Onboard Security |
| PTC O&M |
| OPERATING COSTS SUBTOTAL |

| |
|--------------------------|
| Feeder Bus Expenses |
| Capital Maintenance SOGR |
| Consultant Support |

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

| ANNUAL BUDGET |
|----------------------|
| \$ 11,245,200 |
| \$ 16,100,000 |
| \$ 1,367,258 |
| \$ 3,000,000 |
| \$ 600,100 |
| \$ 3,500,000 |
| \$ 300,000 |
| \$ 100,000 |
| \$ 3,000,000 |
| \$ 4,000,000 |
| \$ 2,600,000 |
| \$ 4,000,000 |
| \$ 145,000 |
| \$ 1,320,000 |
| \$ 10,000,000 |
| \$ 61,277,558 |

| |
|---------------|
| \$ 1,500,000 |
| \$ 6,600,000 |
| \$ 12,200,000 |

\$ 81,577,558

| FISCAL 23/24 YTD December 31, 2023 | |
|---------------------------------------|----------------------|
| BUDGET | ACTUAL |
| \$ 5,622,600 | \$ 5,286,679 |
| \$ 8,050,000 | \$ 8,048,664 |
| \$ 683,629 | \$ 487,358 |
| \$ 1,500,000 | \$ 1,586,637 |
| \$ 300,050 | \$ - |
| \$ 1,750,000 | \$ 1,813,549 |
| \$ 150,000 | \$ 20,080 |
| \$ 50,000 | \$ 50,435 |
| \$ 1,500,000 | \$ 1,323,512 |
| \$ 2,000,000 | \$ 3,840,582 |
| \$ 1,300,000 | \$ 934,255 |
| \$ 2,000,000 | \$ 109,543 |
| \$ 72,500 | \$ 49,516 |
| \$ 660,000 | \$ 501,931 |
| \$ 5,000,000 | \$ 4,993,971 |
| \$ 30,638,779 | \$ 29,002,967 |

| | |
|--------------|--------------|
| \$ 750,000 | \$ 1,141,994 |
| \$ 3,300,000 | \$ 2,140,307 |
| \$ 6,100,000 | \$ 4,727,015 |

\$ 40,799,302 \$ 37,056,028



OPERATING REVENUE

ANNUAL BUDGET

FISCAL 23/24 YTD December 31, 2023

| BUDGET | ACTUAL |
|--------|--------|
|--------|--------|

| |
|----------------------------------|
| Farebox revenue |
| CSX usage fees |
| Amtrak usage fees |
| FCEN usage fees |
| Right-of-way lease revenue |
| Ancillary revenue |
| <i>Subtotal - System revenue</i> |

| |
|--------------|
| \$ 2,205,000 |
| \$ 3,525,648 |
| \$ 988,769 |
| \$ 20,000 |
| \$ 125,000 |
| \$ 298,553 |
| \$ 7,162,970 |

| | |
|--------------|--------------|
| \$ 1,102,500 | \$ 1,068,364 |
| \$ 1,762,824 | \$ 1,768,914 |
| \$ 494,385 | \$ 622,658 |
| \$ 10,000 | \$ 18,719 |
| \$ 62,500 | \$ 87,414 |
| \$ 149,277 | \$ 222,200 |
| \$ 3,581,485 | \$ 3,788,269 |

| |
|---|
| FTA \$5307 - Urbanized Area Grant Funds |
|---|

| |
|---------------|
| \$ 27,026,355 |
|---------------|

| | |
|---------------|---------------|
| \$ 27,026,355 | \$ 27,026,355 |
|---------------|---------------|

TOTAL OPERATING REVENUE

| |
|---------------|
| \$ 34,189,325 |
|---------------|

| | |
|---------------|---------------|
| \$ 30,607,840 | \$ 30,814,624 |
|---------------|---------------|





LYNX CONNECTIVITY

LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area

| SUNRAIL STATION | Fiscal Year 2024 | | | | | | | | | | | | ANNUAL DAILY AVERAGE |
|------------------------------------|------------------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------|
| | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | |
| Days of Operation | 22 | 21 | | | | | | | | | | | 22 |
| Sanford | 302 | 301 | | | | | | | | | | | 302 |
| Lake Mary | 75 | 76 | | | | | | | | | | | 76 |
| Longwood | 77 | 69 | | | | | | | | | | | 73 |
| Altamonte Springs | 133 | 130 | | | | | | | | | | | 132 |
| Maitland | 16 | 17 | | | | | | | | | | | 17 |
| Winter Park | 379 | 379 | | | | | | | | | | | 379 |
| AdventHealth | 309 | 290 | | | | | | | | | | | 300 |
| LYNX Central Station | | | | | | | | | | | | | |
| Church Street Station | | | | | | | | | | | | | |
| Orlando Health/Amtrak | 27 | 29 | | | | | | | | | | | 28 |
| Sand Lake Road | 284 | 311 | | | | | | | | | | | 298 |
| Meadow Woods | 119 | 106 | | | | | | | | | | | 113 |
| Tupperware | 14 | 14 | | | | | | | | | | | 14 |
| Kissimmee Intermodal | | | | | | | | | | | | | |
| Poinciana | 7 | 9 | | | | | | | | | | | 8 |
| Total - All Stations | 1,742 | 1,731 | | | | | | | | | | | 1,737 |
| Percent change from FY 22 to FY 23 | 12% | 16% | | | | | | | | | | | 7% |



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

| LINK | October | | Change | % Change |
|------|---------|--------|--------|----------|
| | FY23 | FY24 | | |
| 18 | 20,349 | 22,246 | 1,897 | 9% |
| 418 | 4,256 | 4,529 | 273 | 6% |
| 155 | 641 | 693 | 52 | 8% |
| 306 | 1,996 | 2,570 | 574 | 29% |
| 604 | 253 | 217 | (38) | -15% |
| 831 | 766 | 817 | 51 | 7% |



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

| LINK | November | | Change | % Change |
|------|----------|--------|--------|----------|
| | FY23 | FY24 | | |
| 18 | 18,316 | 20,584 | 2,268 | 12% |
| 418 | 4,304 | 4,384 | 80 | 2% |
| 155 | 641 | 620 | (21) | -3% |
| 306 | 1,656 | 2,079 | 423 | 26% |
| 604* | 229 | 190 | (39) | -17% |
| 831* | 750 | 604 | (146) | -19% |

* NeighborLink Ridership reporting is recorded from the farebox beginning October 2023.

LYNX Sand Lake SunRail to Airport Average Daily Ridership

| LINK | November | | Change | % Change |
|-----------|----------|--------|--------|----------|
| | Jul-23 | Nov-23 | | |
| 11,42,111 | 44 | 67 | 23 | 52% |



VOTRAN CONNECTIVITY

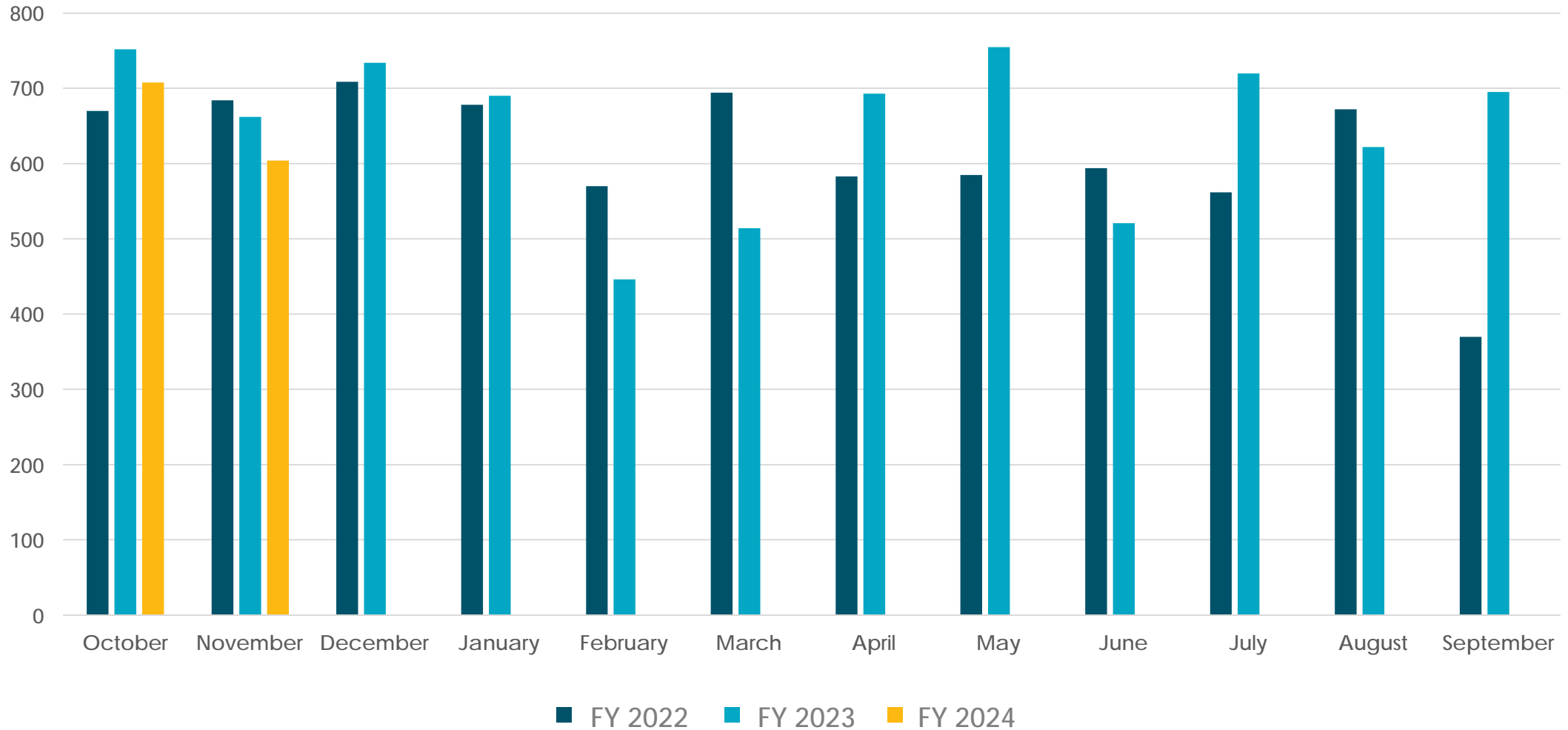
| Activity at DeBary Station | Fiscal year 2022 | | | | | | | | | | | | Annual Daily Average |
|----------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| | Oct-21 | Nov-21 | Dec-21 | Jan-22 | 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 | 22 | 20 | 23 | 20 | 22 | 22 | 20 | 23 | 20 | 255 |
| Total Monthly Ridership | 752 | 662 | 734 | 690 | 446 | 514 | 693 | 755 | 521 | 720 | 622 | 695 | 7,804 |
| Avg Daily Ridership | 36 | 33 | 33 | 31 | 22 | 22 | 35 | 34 | 24 | 36 | 27 | 35 | 31 |

| Activity at DeBary Station | Fiscal year 2024 | | | | | | | | | | | | Annual Daily Average |
|----------------------------|------------------|--------|--|--|--|--|--|--|--|--|--|--|----------------------|
| | Oct-23 | Nov-23 | | | | | | | | | | | |
| Days of Operation | 22 | 21 | | | | | | | | | | | 43 |
| Total Monthly Ridership | 708 | 604 | | | | | | | | | | | 1,312 |
| Avg Daily Ridership | 32 | 29 | | | | | | | | | | | 31 |



VOTRAN SUNRAIL CONNECTIVITY





SUNRAIL TRANSITION UPDATE

Tawny Olore



SUNSHINE CORRIDOR UPDATE

Brian Stanger

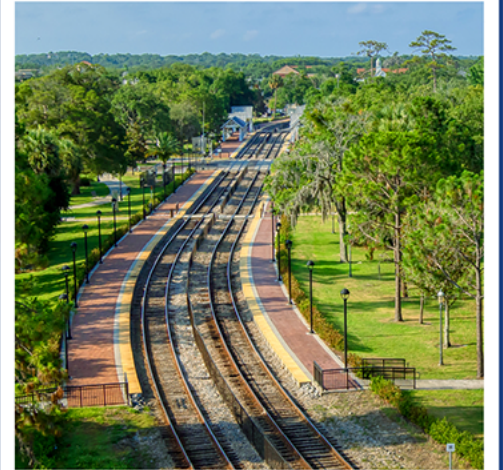


SUNSHINE
CORRIDOR

Sunshine Corridor

Transit Concept and Alternatives Review (TCAR) Study

January 10, 2024



Presentation Topics

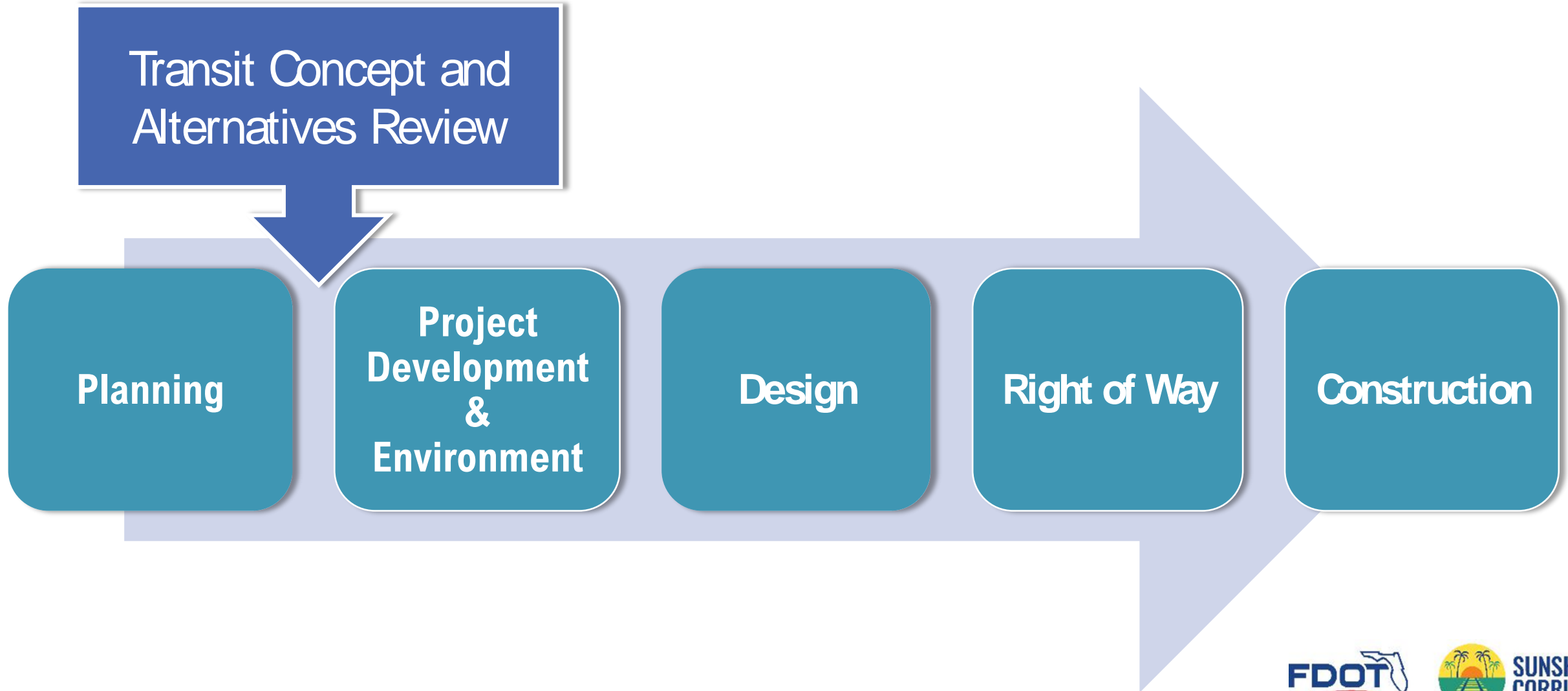
- TCAR Study – Process and Project Recap
- Public Engagement Summary
- Alternatives Evaluation Update
- Next Steps



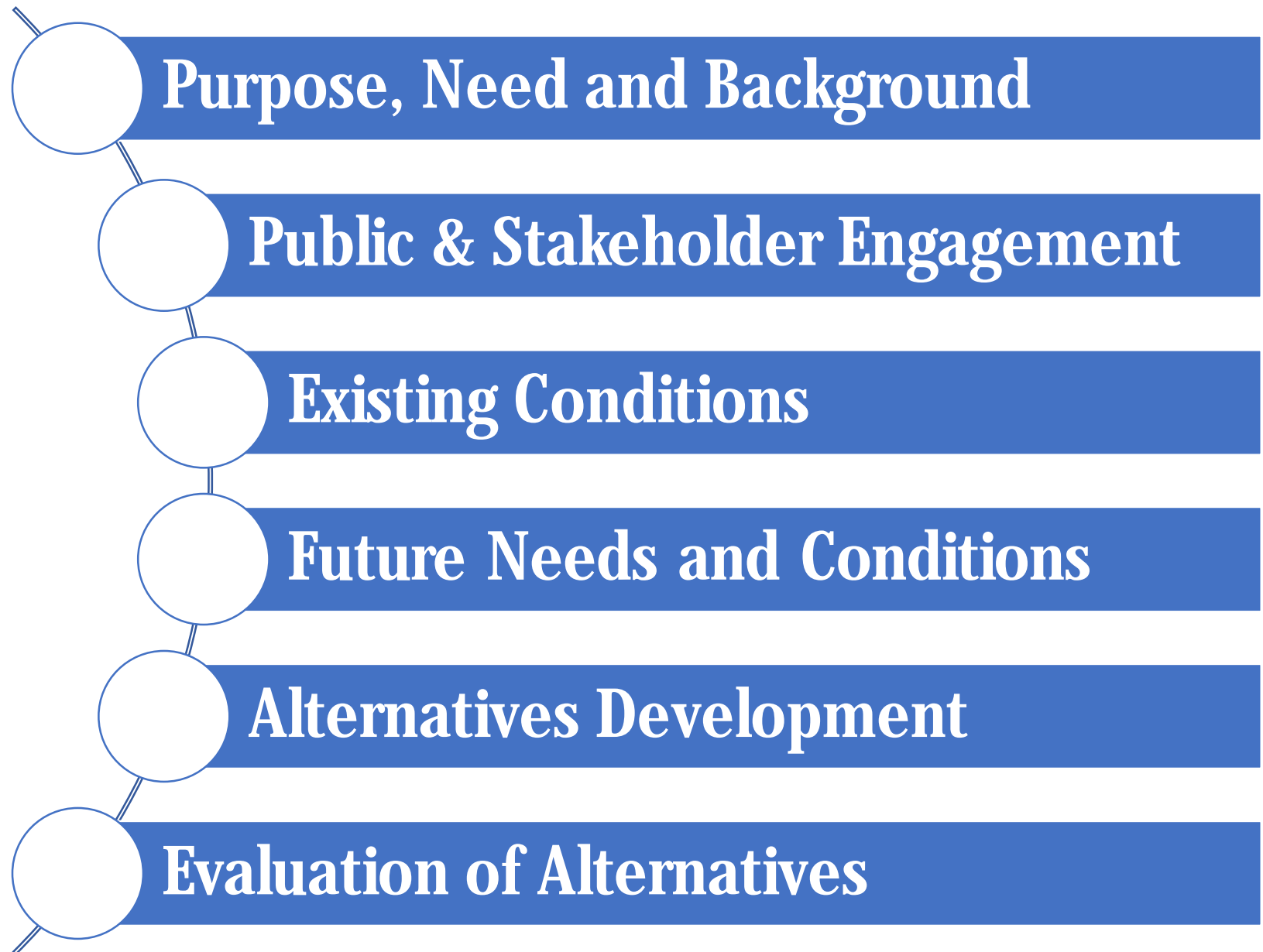
TCAR Study Process and Project Recap



FDOT Study Process



Transit Concept and Alternatives Review (TCAR) Study Components



Sunshine Corridor Project Purpose & Need

The Sunshine Corridor provides a premium transportation option to improve mobility, connectivity, and accessibility to major employment centers while stimulating economic development opportunities to support adjacent communities and the rapidly growing Central Florida region.



Public and Stakeholder Engagement



Public and Stakeholder Engagement Summary (as of 12/22/23)

330+

People Engaged in
the Sunshine
Corridor Project



42

Comment Forms
Received

122

Public Survey
Respondents



185

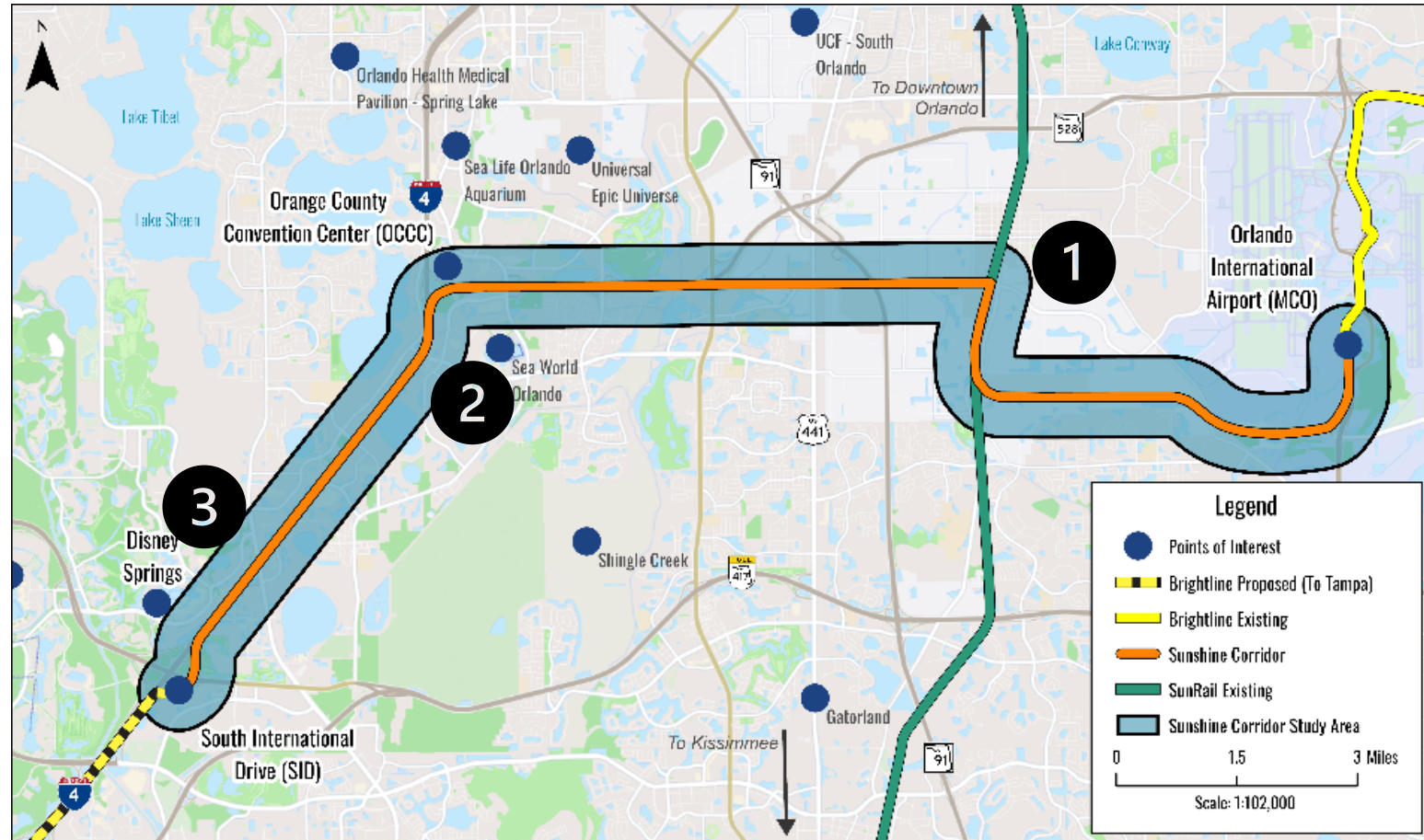
Public Meeting
Participants

82

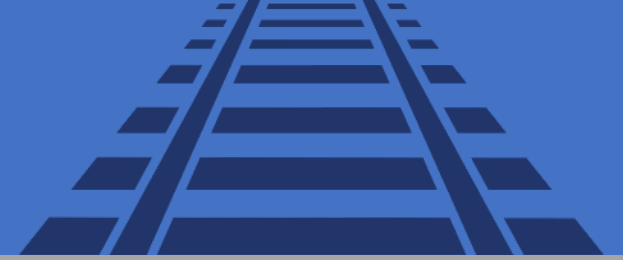
Online
Comments

Public Open House Overview

| # | Date | Location |
|---|------------|--|
| 1 | 12/05/2023 | Taft Community Center 9450 S Orange Ave Orlando, FL 32824 |
| 2 | 12/06/2023 | Holiday Inn & Suites International Drive 10771 International Drive Orlando, FL 32821 |
| 3 | 12/07/2023 | Delta Hotels by Marriott Orlando Lake Buena Vista 12490 S. Apopka Vineland Rd Orlando, FL 32836 |
| 4 | 12/06/2023 | Virtual Meeting Go To Webinar |



Public Open House Overview



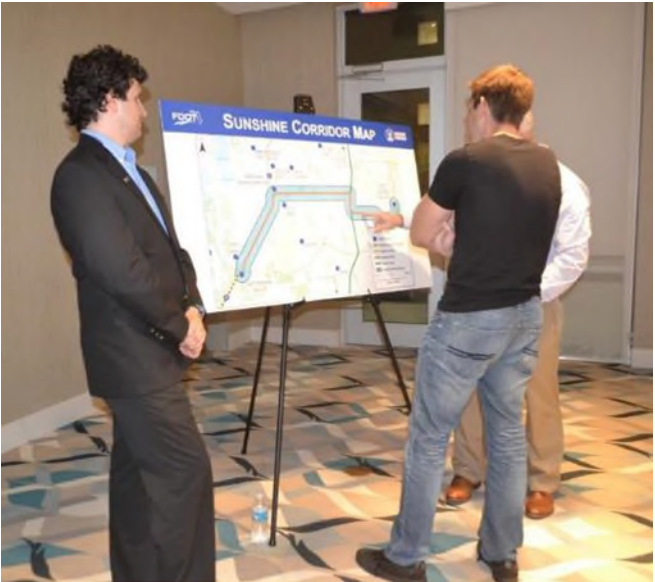
| # | Date | Location | # Attendees* | # Surveys | # Comment Forms |
|---|------------|--|--------------|-----------|-----------------|
| 1 | 12/05/2023 | Taft Community Center 9450 S Orange Ave Orlando, FL 32824 | 53 | 14 | 13 |
| 2 | 12/06/2023 | Holiday Inn & Suites International Drive 10771 International Drive Orlando, FL 32821 | 36 | 20 | 22 |
| 3 | 12/07/2023 | Delta Hotels by Marriott Orlando Lake Buena Vista 12490 S. Apopka Vineland Rd Orlando, FL 32836 | 28 | 8 | 7 |
| 4 | 12/06/2023 | Virtual Meeting Go To Webinar | 68 | N/A | N/A |



* - # does not include project team



Community Engagement



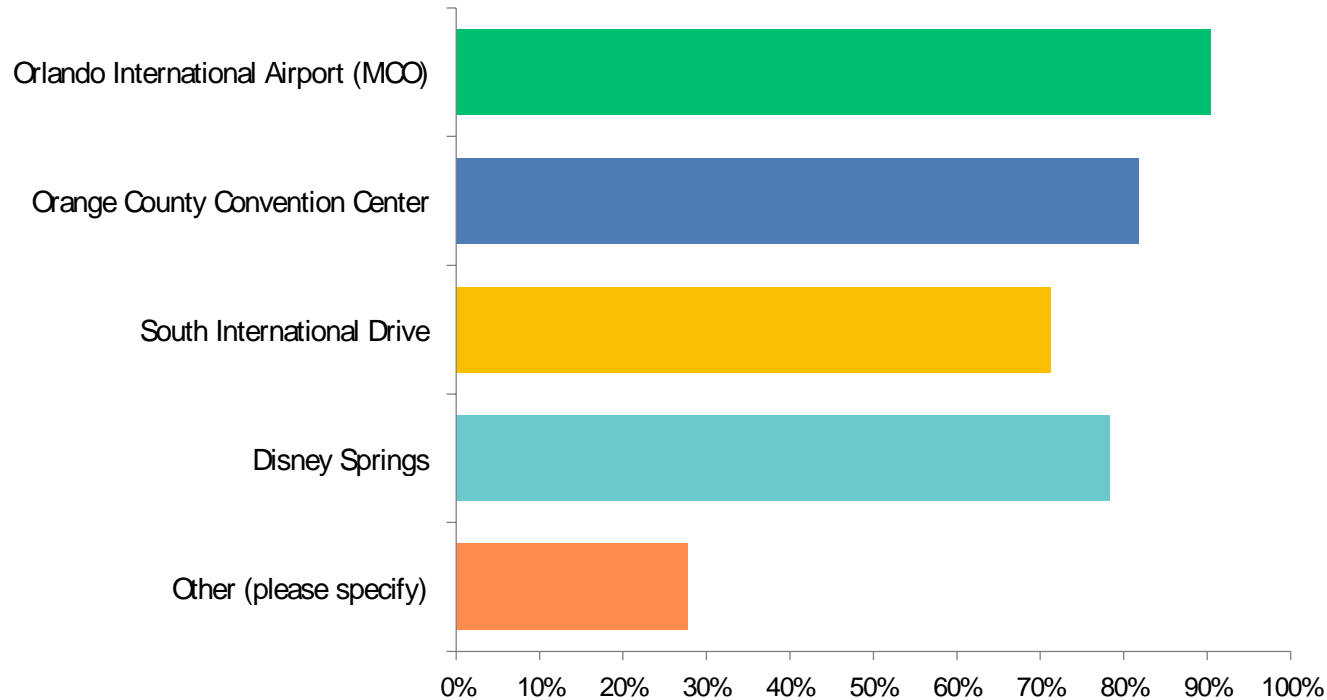
Survey Results

(20 Questions,
average time 5
minutes)

- 122 Surveys
- 90% of respondents were familiar with the Sunshine Corridor Study
- Familiarity with SunRail:
 - » 43% are familiar with SunRail but have never used it
 - » 43% are familiar with SunRail and have used SunRail on occasion, and
 - » 11.5 % are regular SunRail customers
- 50% of the respondents who have ridden SunRail, use it primarily for traveling to/from entertainment venues
- **98%** of survey respondents support the expansion of SunRail

Survey Results

- Expansion to which locations – respondents could select all that apply



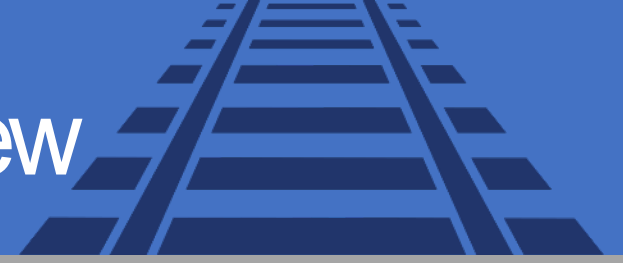
| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|-----|
| Orlando International Airport (MCO) | 90.43% | 104 |
| Orange County Convention Center | 81.74% | 94 |
| South International Drive | 71.30% | 82 |
| Disney Springs | 78.26% | 90 |
| Other (please specify) | 27.83% | 32 |
| TOTAL | | 402 |

CFL Roads Online/Email Comments Summary

- 82 Comments Received
- 69 in Support
- 8 had Questions
- 5 had Suggestions



CFLRoads Online/Email Comments Overview



- Overall, comments were supportive of the use and expansion of rail.
- Most comments were specifically supportive of rail expansion to OCCC/I-Drive/Universal with a general preference to a Route 528 alignment, avoiding Hunter's Creek Community and other residential developments.
- Many viewed that the corridor and proposed stops would greatly benefit tourists and the local workforce, as well as promote development and benefit the economy.
 - » Some expressed that they would like expanded hours/days of service and additional stops in residential locations for increased use and access.

Alternatives Evaluation Update



Alternatives Under Consideration



1

Enhanced Local Bus



2

Bus Rapid Transit (BRT)



3

Commuter Rail (SunRail)



4

Trackless Tram










Preliminary Screening – Meet Project Purpose & Need

| Alternative Modes | Project Purpose and Need | | | |
|--------------------|--|---|---|--|
| | Advances expansion of SunRail Commuter Rail | Improves access and connectivity to employment and activity centers | Provides additional multimodal transportation options to alleviate road network | Advances local priorities and leverages transportation investments |
| Enhanced Local Bus | | | | |
| Bus Rapid Transit | | | | |
| Commuter Rail | | | | |
| Trackless Tram | | | | |
| LEGEND: | <div> <div>Does not Achieve</div> <div>Achieves</div> </div> | | | |

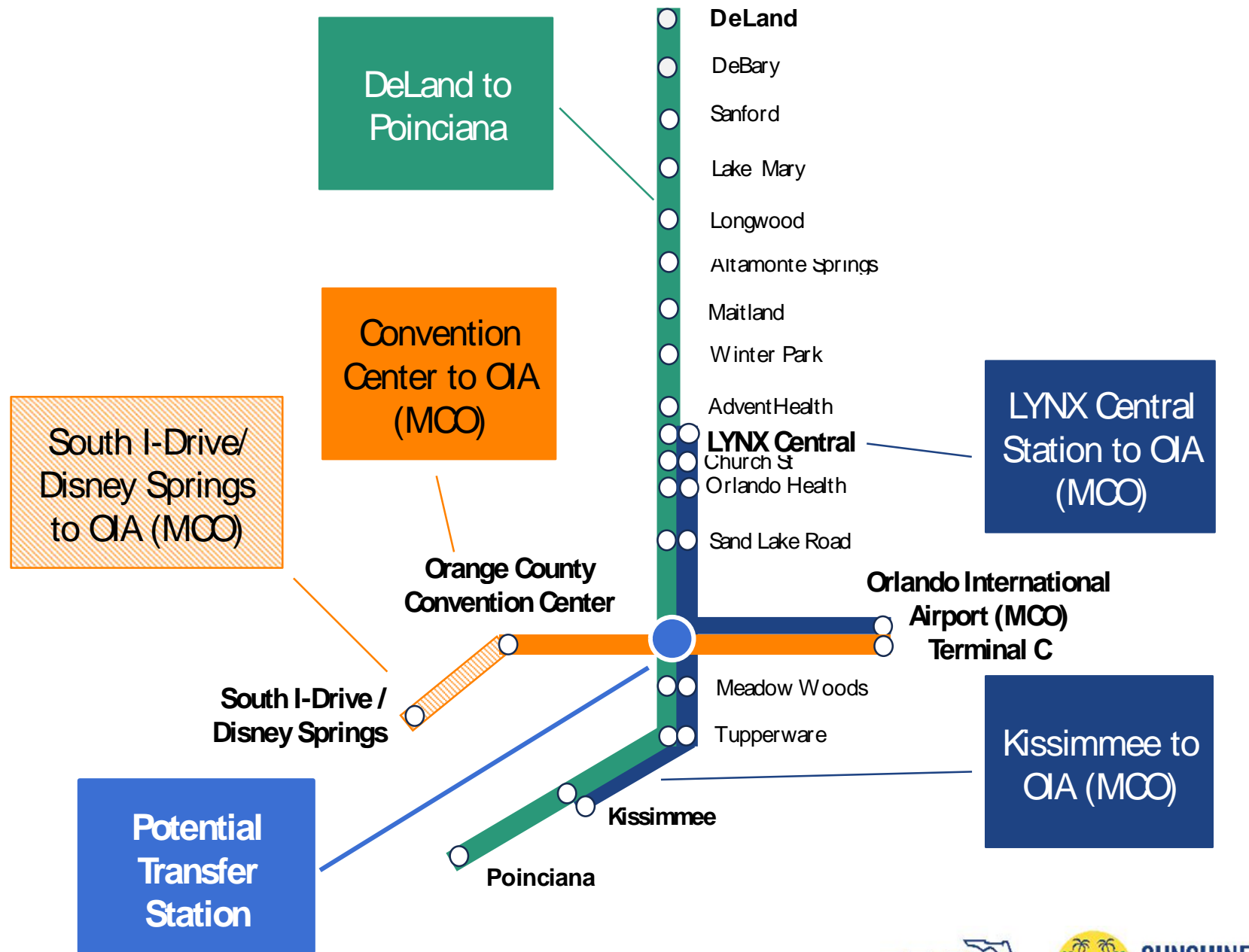
Alternatives Evaluation



| Evaluation Factors | |
|---|----------------------------------|
|  | Travel Markets / Ridership |
|  | Operations |
|  | Infrastructure / Safety |
|  | Mobility / Connectivity / Equity |
|  | Land Use / Economic Development |
|  | Community / Environment |
|  | Cost |

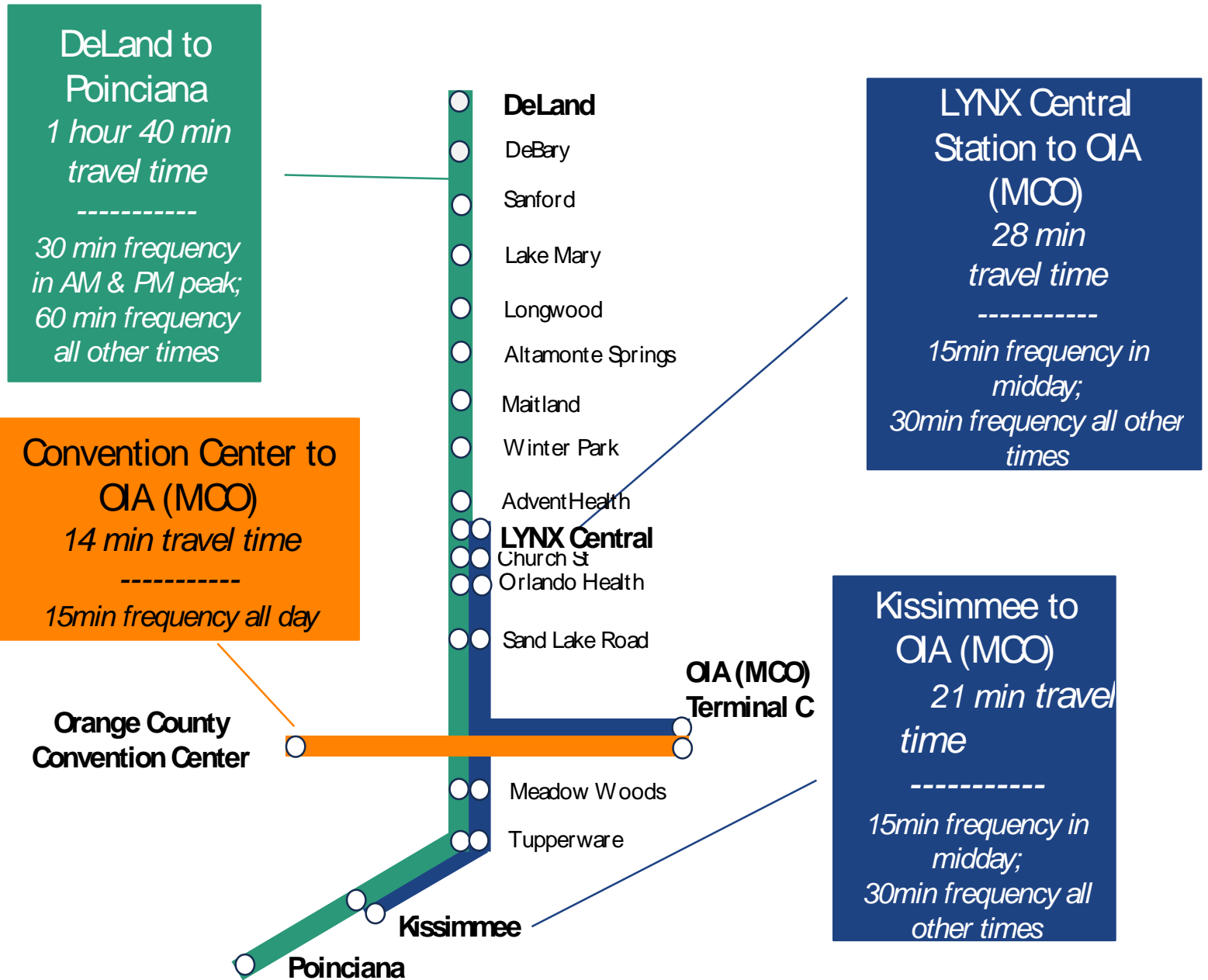
Ridership Comparison- Commuter Rail Alternative

Proposed Operational Concept



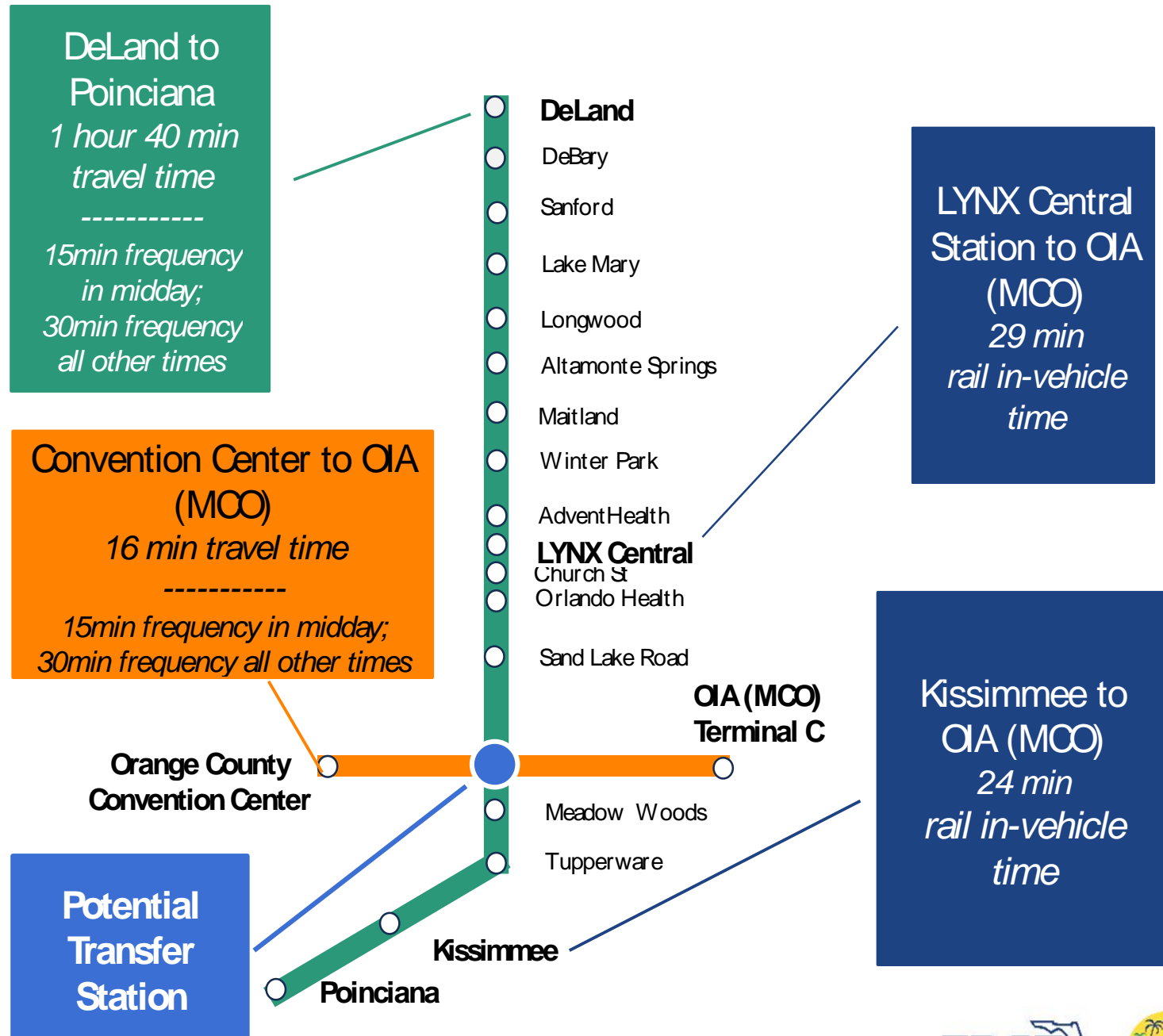
Alternative 3B:

Orange County Convention Center to OIA (MCO)

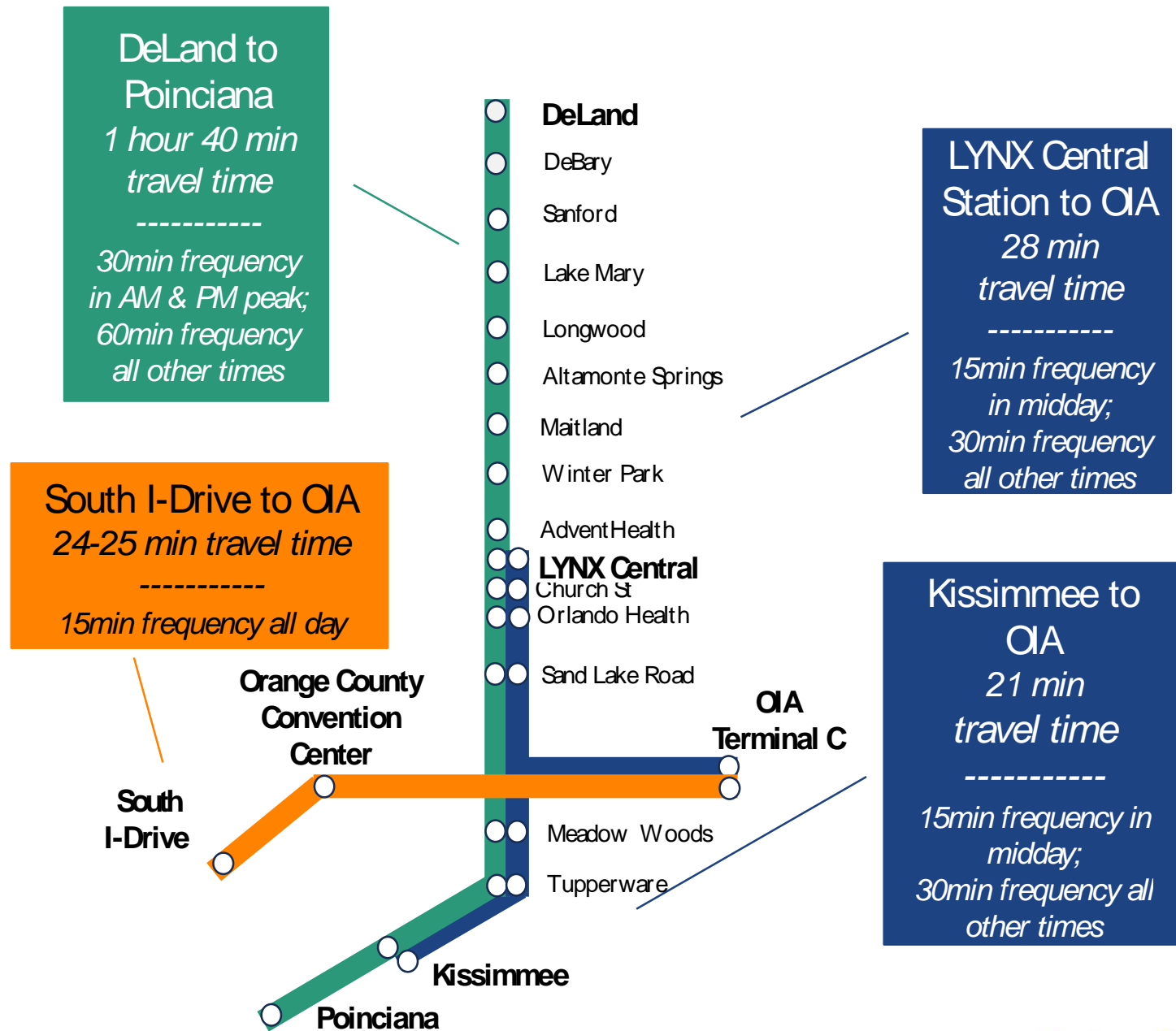


Alternative 3BT:

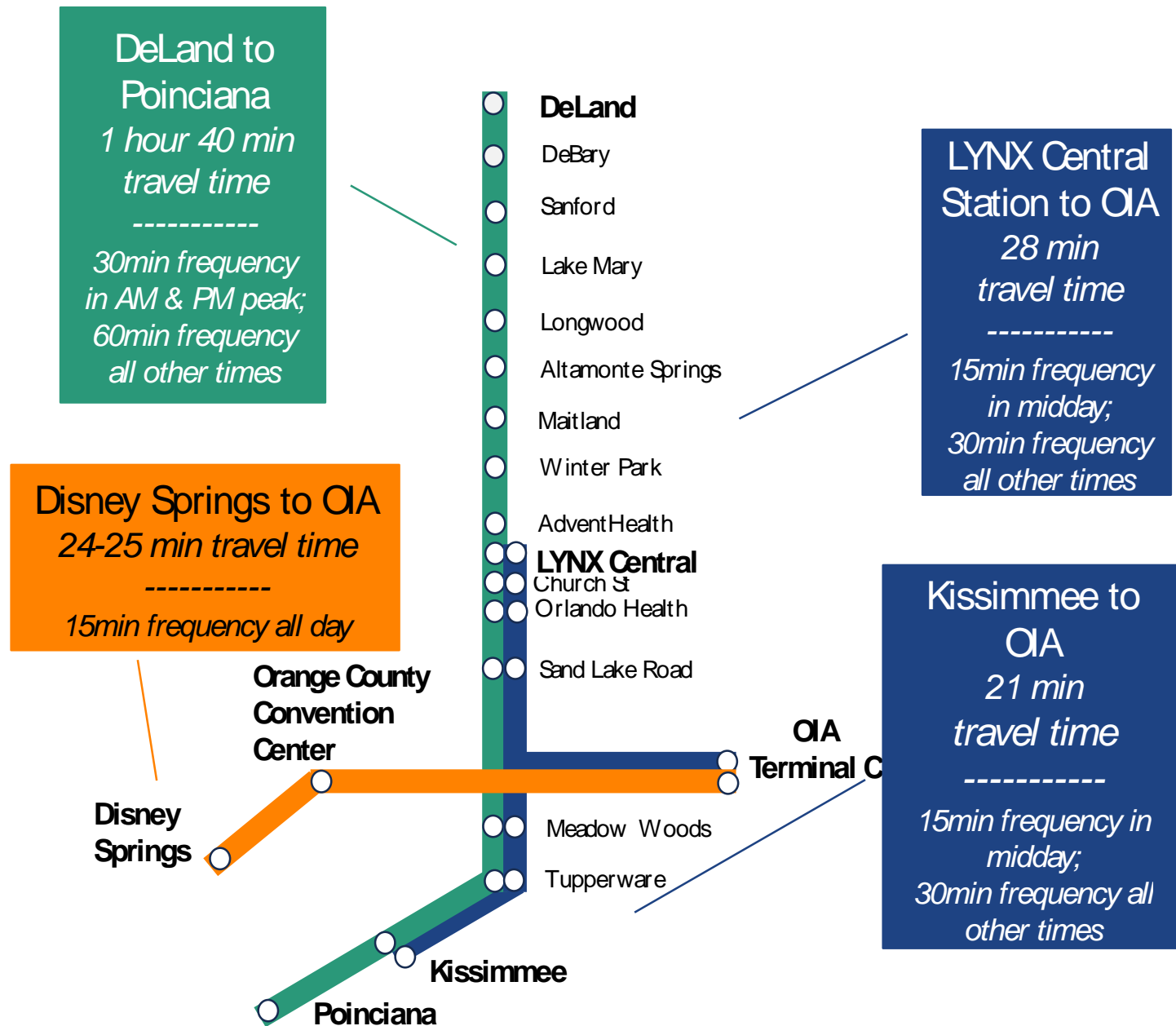
Orange County Convention Center to OIA (MCO) with Transfer Station at Existing SunRail North-South Line



Alternative 3C: South I- Drive to OIA (MCO)



Alternative 3D: Disney Springs to OIA (MCO)



TCAR Study Next Steps

- Complete Alternatives Evaluation
 - » Refine Ridership Estimates
 - » Complete Cost Estimates
 - » Complete Assessment of Other Factors
- Public Comment Follow Up
- Finalize TCAR Study Final Report
- Present results to the CRCRC
 - » Direction moving forward to potential next phase

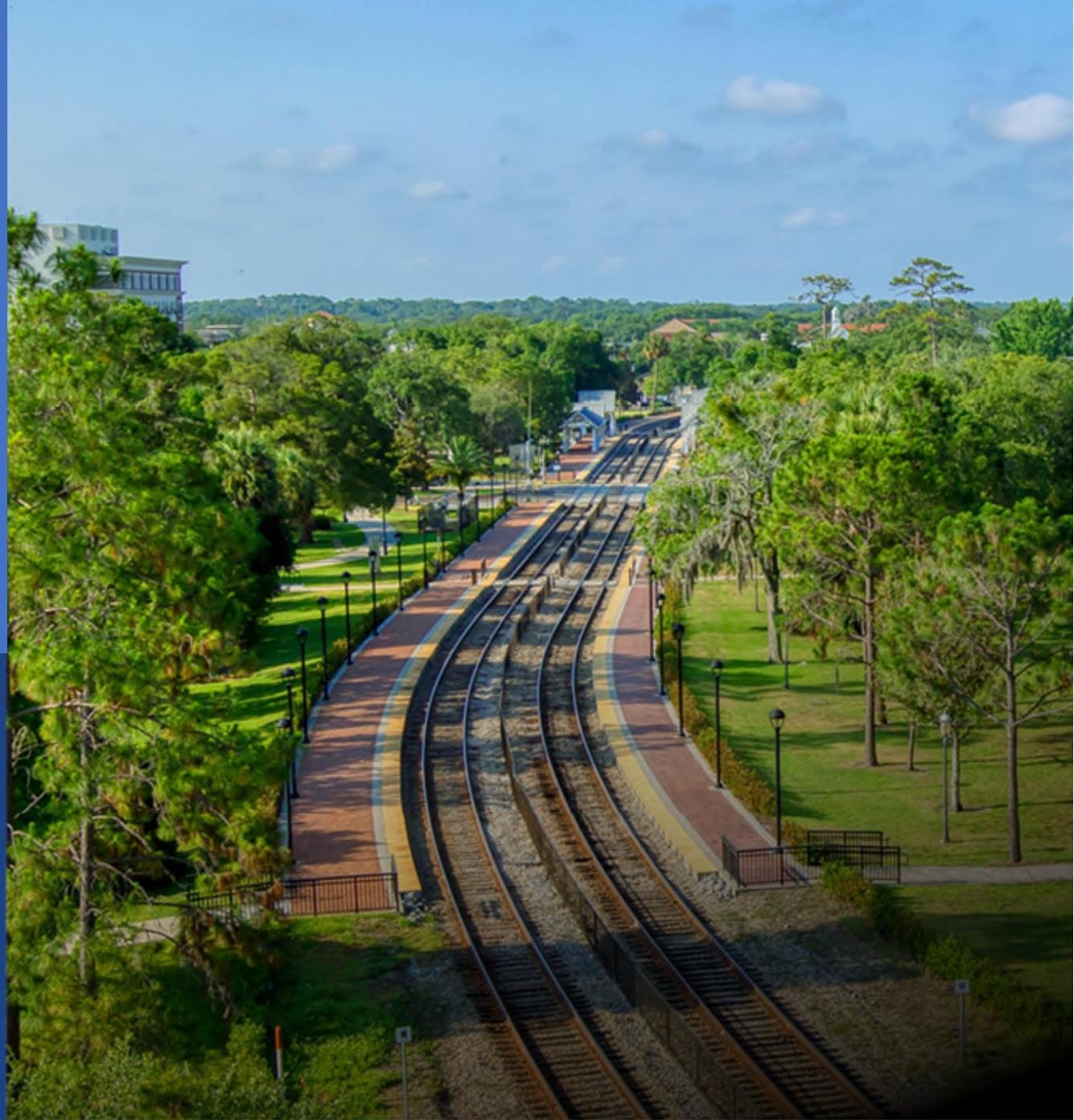
Questions & Discussion



Thank you!



**SUNSHINE
CORRIDOR**





COMMITTEE MEMBER COMMENTS



NEXT MEETING

APRIL 10, 2024, 2:00 PM

Lynx Central Station

Administration building

Open Space Room

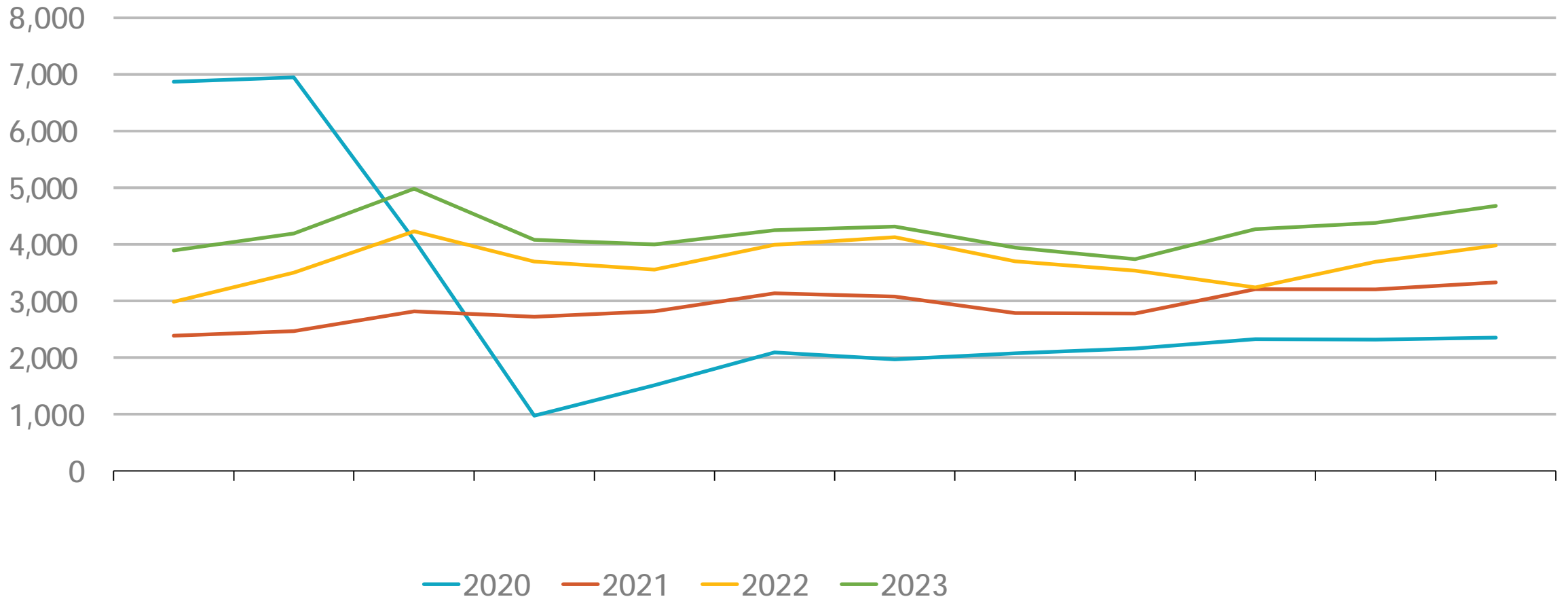


SUPPORTING CHARTS AND DATA



AVERAGE DAILY RIDERSHIP

OCT - DEC AVERAGE - 4,442

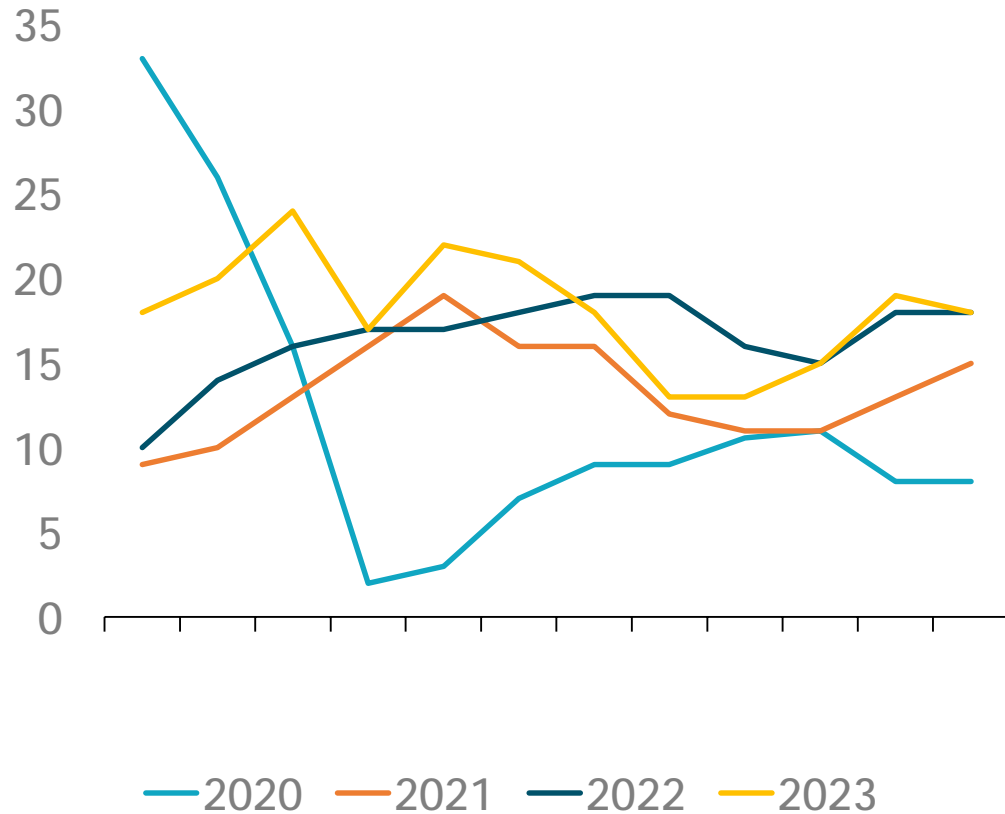




ONBOARD STATS

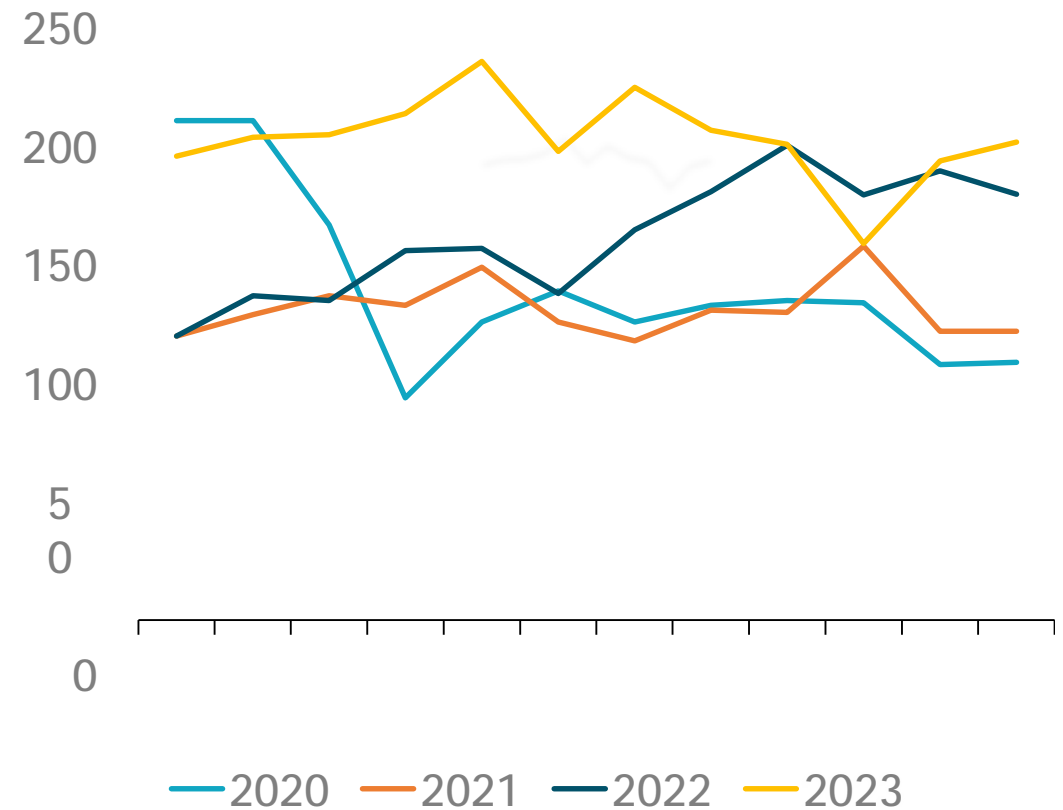
ADA

Oct-Dec '23 Average: 17



BICYCLE

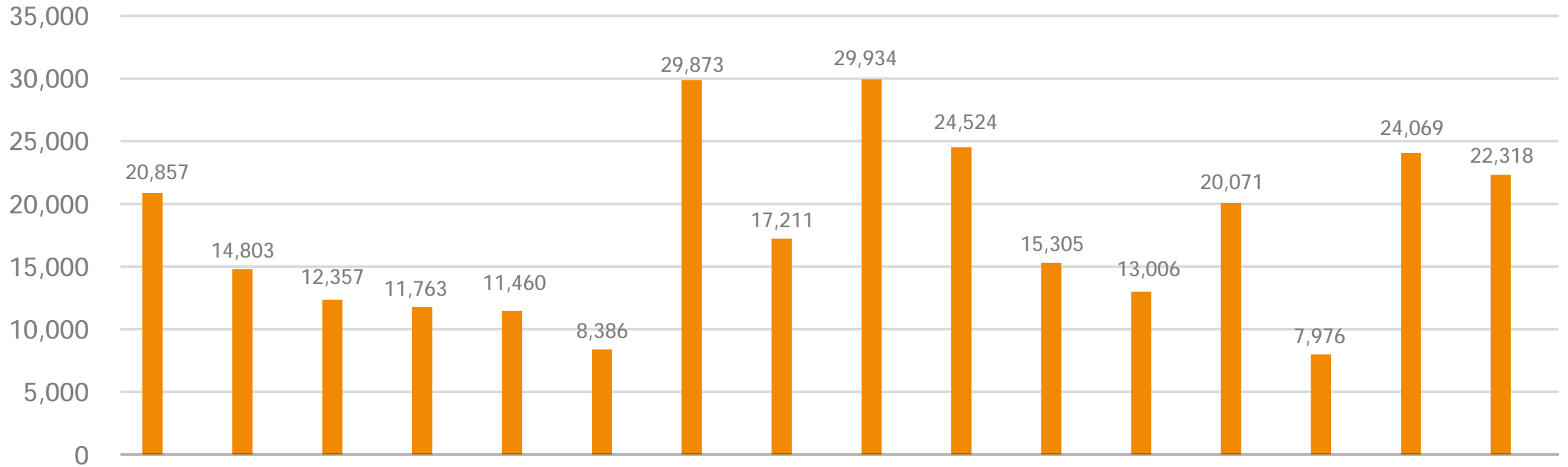
Oct-Dec '23 Average: 185





BOARDING BY STATION

RIDERSHIP OCT - DEC 2023

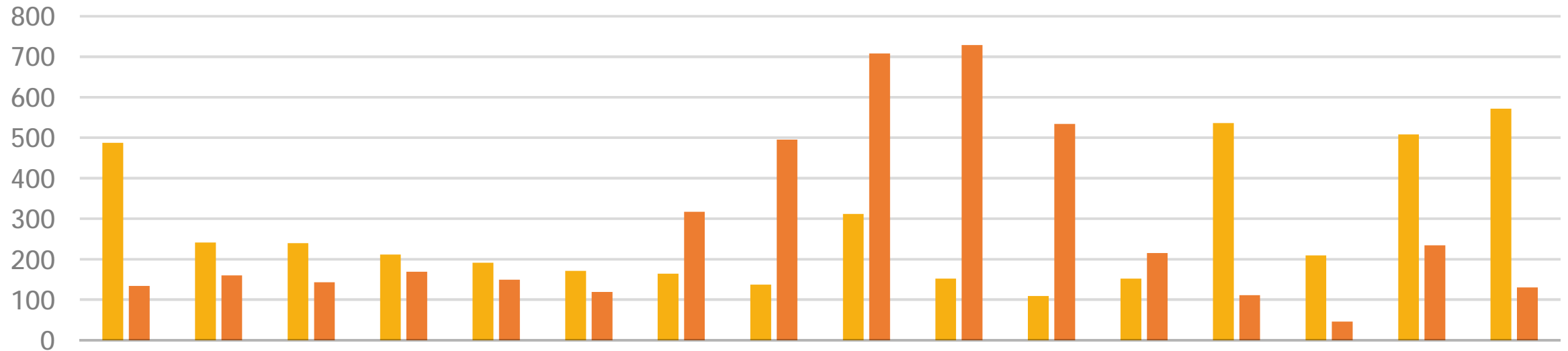




BOARDING & ALIGHTINGS

OCT - DEC 2023

AM PEAK
5:45AM - 8:45AM (NB FROM POINCIANA)



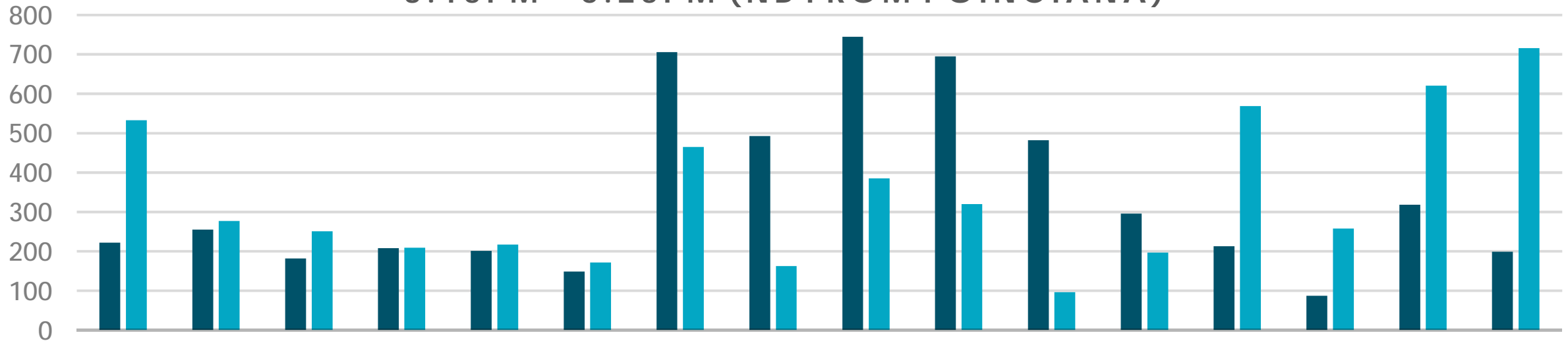
■ Boardings ■ Alightings



BOARDING & ALIGHTINGS

OCT - DEC 2023 P

M PEAK
3:15PM - 6:25PM (NB FROM POINCIANA)



■ Boardings

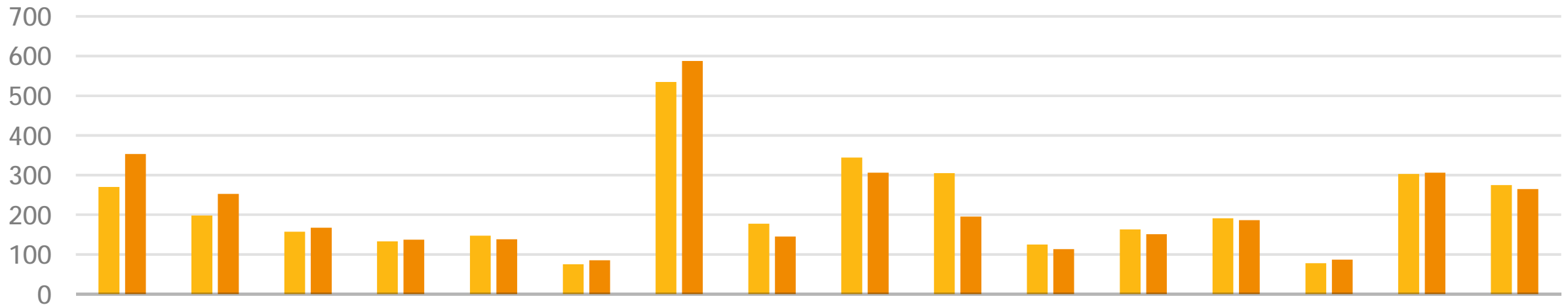
■ Alightings



BOARDING & ALIGHTINGS

OCT - DEC 2023

OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)

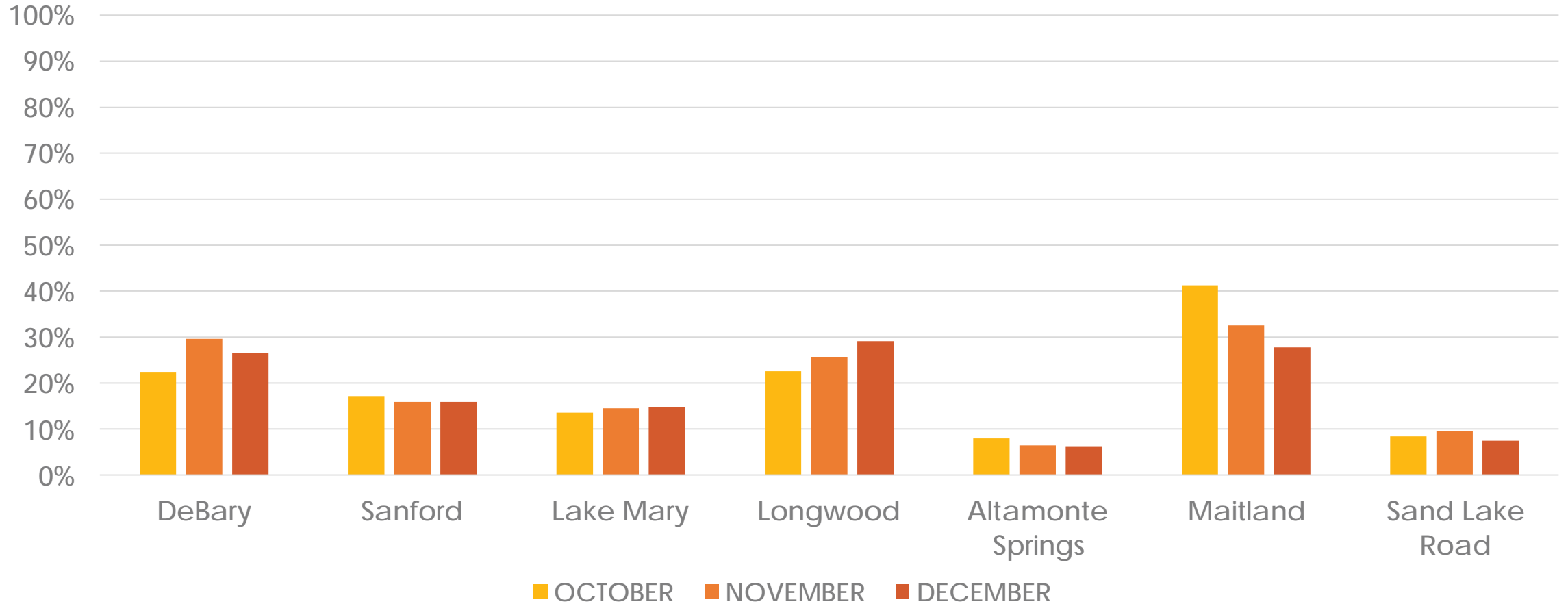


Boardings Alightings



IOS STATION PARKING

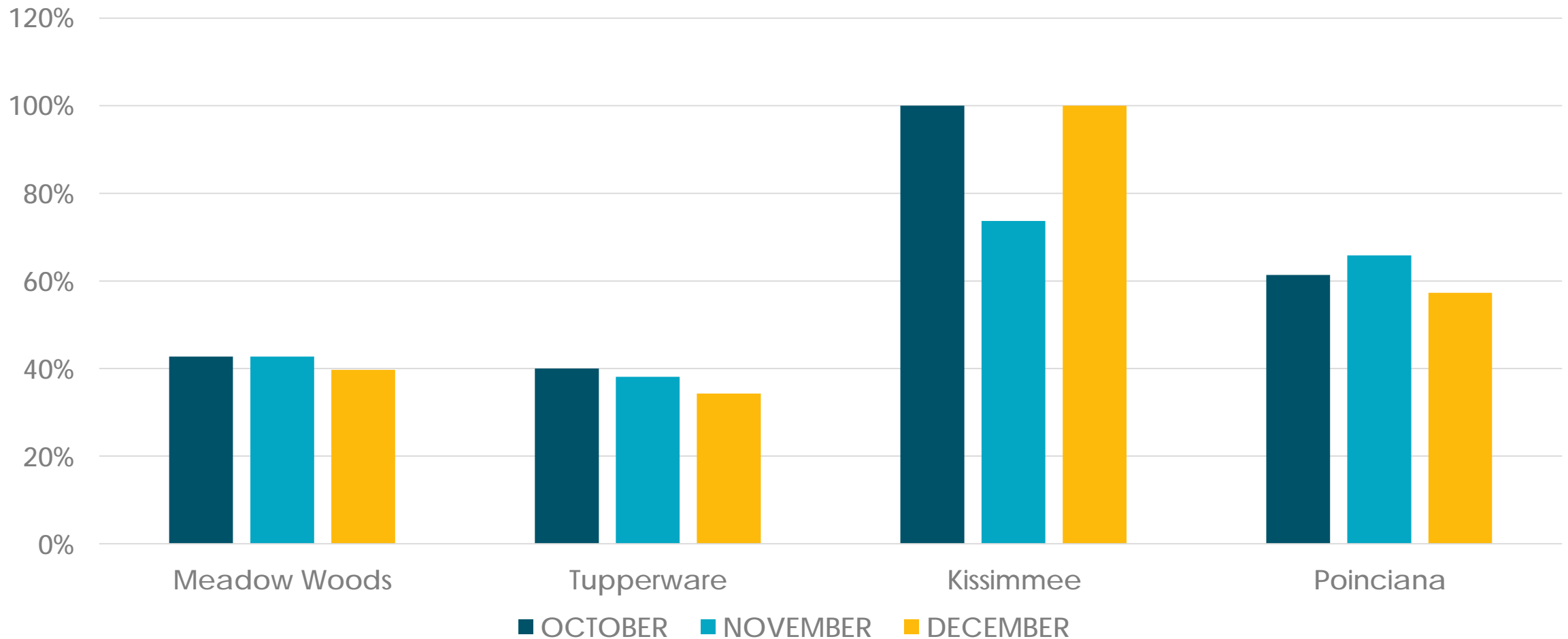
OCT - DEC 2023





SOUTHERN EXPANSION STATION PARKING

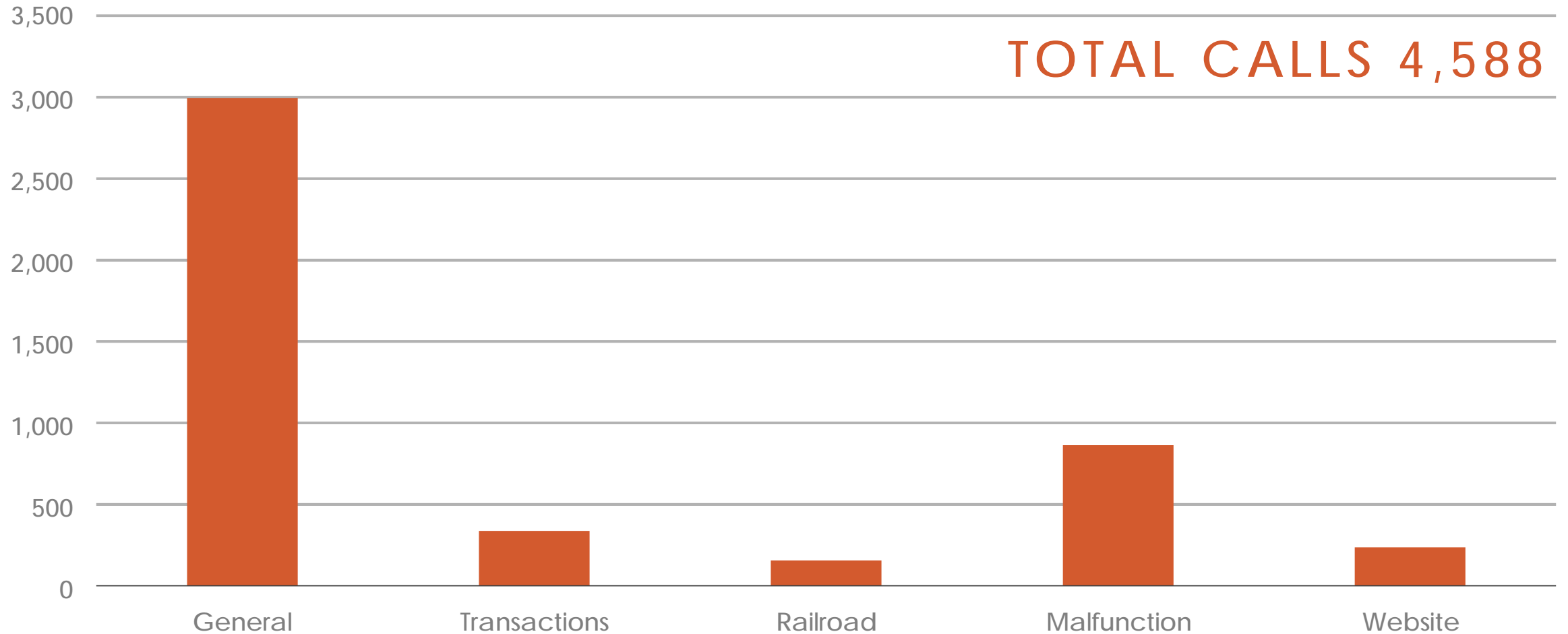
OCT - DEC 2023





CUSTOMER SERVICE CALLS

OCT - DEC 2023





TRAIN PERFORMANCE DETAIL

OCT - DEC 2023

| TRAIN PERFORMANCE OVERVIEW | Trains | Percentage |
|----------------------------|--------|------------|
| On-Time | 2,311 | 91.7% |
| Late | 194 | 7.7% |
| Annulled | 15 | 0.6% |
| Total Trains Operated | 2,520 | 100.0% |

| PERFORMANCE DETAIL | Days | Trains | Percentage |
|---------------------------------------|------|--------|------------|
| Efficiency Testing | 3 | 3 | 0.1% |
| CFRC Rule Compliance | 2 | 4 | 0.2% |
| Maintenance of Way | 20 | 38 | 1.5% |
| Mechanical | 13 | 20 | 0.8% |
| Other | 8 | 13 | 0.5% |
| Passengers | 17 | 21 | 0.8% |
| Police Activity | 12 | 27 | 1.1% |
| Signals & Components | 25 | 68 | 2.7% |
| Train Interference | 5 | 5 | 0.2% |
| Trespasser/Grade Crossing/Near Misses | 6 | 10 | 0.4% |
| Total (Rounded) | | 209 | 8.3% |

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



REVENUE INCIDENTS BY CITY/COUNTY

OCT - DEC 2023

2

1

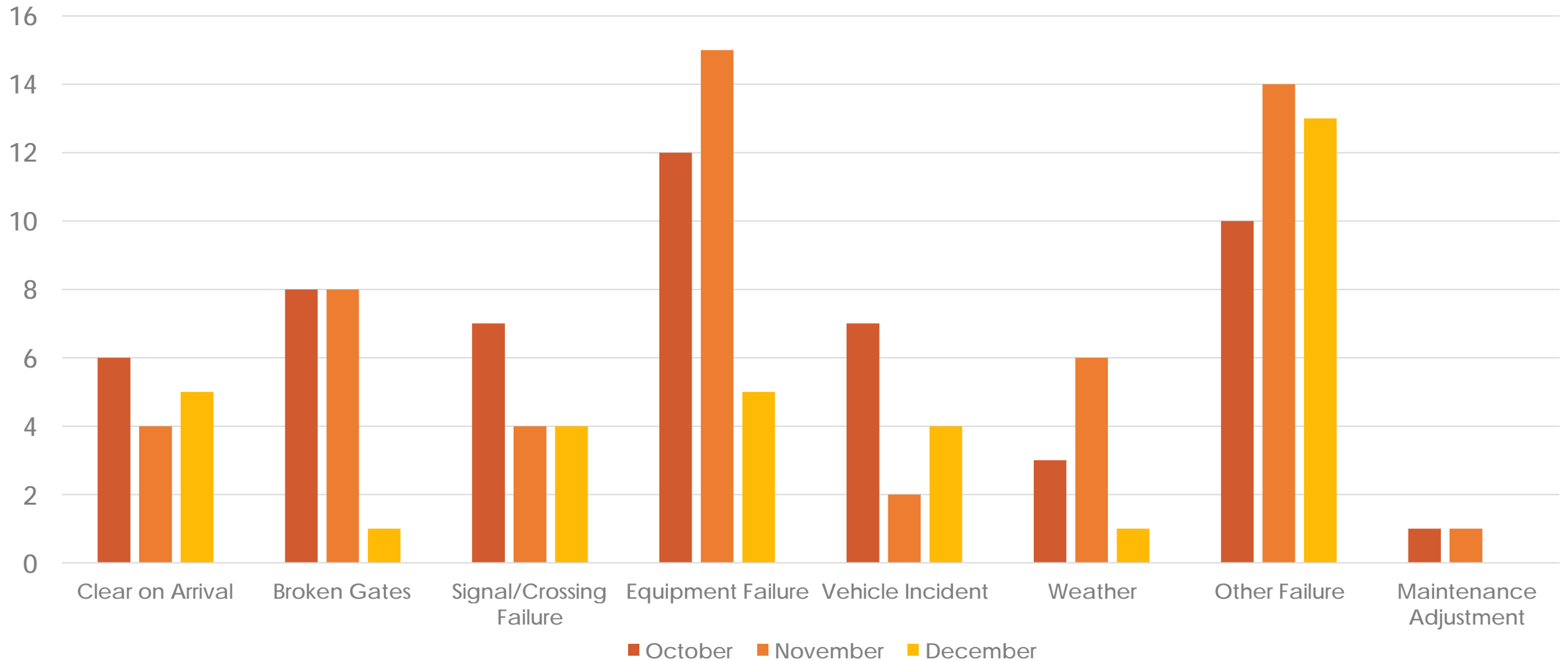
0





CFRC SIGNAL SYSTEM INCIDENTS

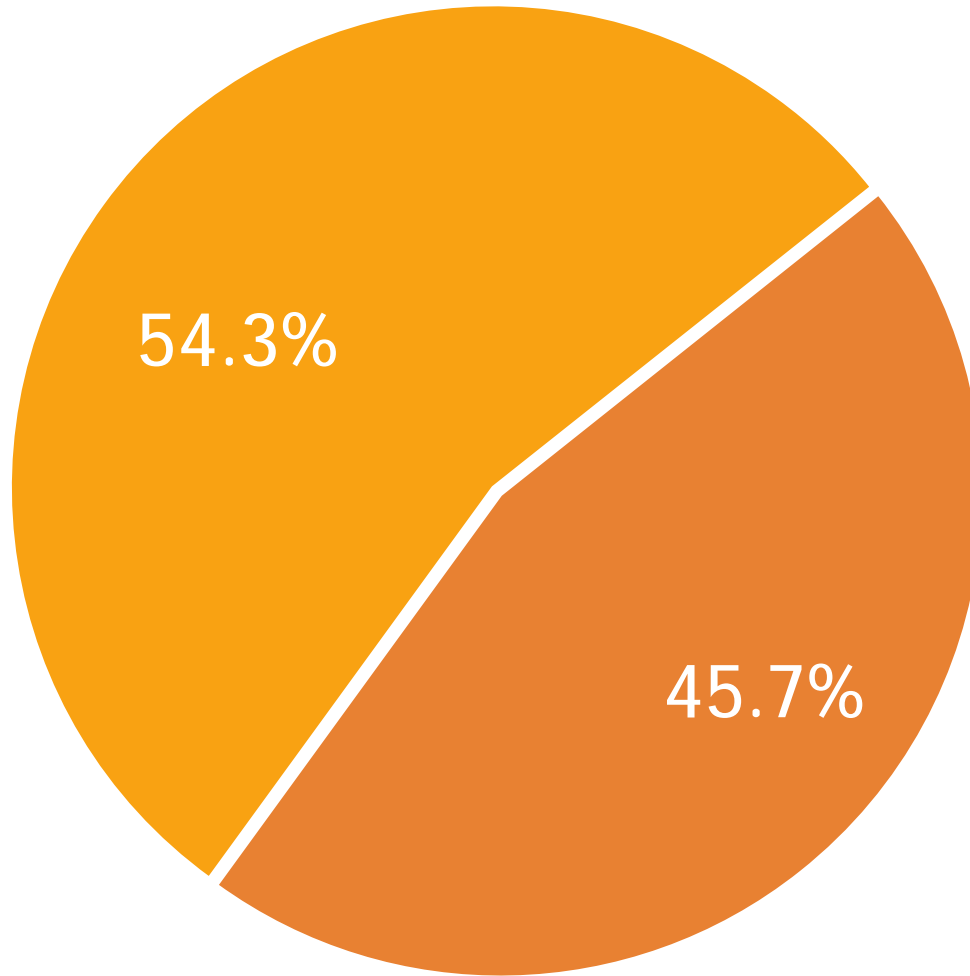
OCT - DEC 2023





QUIET ZONES

| JURISDICTION | STATUS |
|-------------------|---|
| Edgewood | Quiet Zone Established |
| Orange County | Quiet Zone Established – Four-quadrant gates at Pine St & 4th St. Are in service As of Sept 17, 2023 – Taft-Vineland Rd in Design |
| Maitland | Quiet Zone Established |
| Winter Park | Quiet Zone Established |
| Seminole County | Quiet Zone Established |
| City of Orlando | Quiet Zone Established |
| City of Kissimmee | Quiet Zone Established |



■ 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

