



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

APRIL 25, 2024





Central Florida Commuter Rail Commission

Date: April 25, 2024

Time: 2:00 p.m.

Location: LYNX Central Station
455 N. Garland Ave., 2nd Floor Board Room
Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance**
- II. Announcements/Recognition**
- III. Confirmation of Quorum**
- IV. Approvals**
 - Adoption of March 28, 2024, CFCRC Board Meeting Minutes
- V. Public Comments**
 - *Those joining in person will be permitted to approach the podium in the LYNX Board Room and speak for up to 3 minutes.*
- VI. Reports**
 - SunRail Customer Advisory Committee (CAC) Update – Luis Nieves-Ruiz, Chair
 - SunRail Technical Advisory Committee (TAC) Update – Tawny Olore, Chair
 - Agency Update - SunRail Rail Administration Manager – David Cooke
 - Title VI Update
 - Connectivity
 - LYNX Update – Bruce Detweiler
 - Votran Update– Bobbie King



Central Florida Commuter Rail Commission

VII. Informational Items

- Sunshine Corridor TCAR Update – David Cooke/Secretary John Tyler
- Operations Phasing Agreement Update – John Booker

VIII. Board Member Comments

IX. Other Business

- Next Meeting – May 23, 2024

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, 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.

Central Florida Commuter Rail Commission Meeting

March 28, 2024
2:00 p.m.
LYNX Admin. Building
455 North Garland Ave.
Orlando, FL 32801

Attendees:

Chair Osceola County Commissioner Viviana Janer Board Member Orange County Mayor Jerry Demings
Vice Chair Volusia County Council Chair Jeff Brower Board Member Orlando Mayor Buddy Dyer
Board Member Seminole County Commissioner Amy
Lockhart

Minutes

Meeting was called to order by Chair Janer at 2:00 PM	
Pledge of Allegiance and Confirmation of Quorum	
Announcements/Recognition	Presenter: Chair Janer
No announcements.	
Approvals:	Presenter: Chair Janer
Adoption of the meeting minutes from November 16, 2023, passed unanimously.	
Public Comments:	Presenter: Chair Janer
<p>Speaker – Mr. Tom Connolly, from Altamonte Springs. He has been before this board several times over the past two years. Mr. Connolly is very unhappy with the recently received information made available about SunRail’s progress. SunRail has been in operations for ten years and is serving a population of 2.5 million residents. When looking at the ridership, there are about 2,000 residents riding Monday through Friday and the ridership has not increased much. The only ridership spikes I noticed were in March during the Winter Park Art Festival when trains were run, which were not commuter trains because they were not on Monday through Friday. Overall, ridership is still very low. Second thing I looked at was your budget items and still costing about \$60 million per year. Of that number, approximately \$10 million gets covered by farebox, Amtrak, and CSX. The other \$50 million is being covered by Federal, State, and County taxpayers. I think this is not acceptable; about \$25,000 per resident who is using SunRail to use the system. Something needs to be done to change this arrangement. You state you are going to continue over the next years still spending \$50 million on 2,000 residents, it won’t continue when the public starts finding out how expensive it is. It’s a tragedy. You made a wonderful effort, but the public is telling you “Thank you, but no thank you”. I believe you need to listen to the public in the very near future.</p> <p>Speaker – Ms. Kayleani is a 30-year paratransit rider who has been a civic paratransit advocate for individuals with disabilities and elderly people with impairments. She has previously addressed city and county top officials Mayor Buddy Dyer and Mayor Jerry Demings. She requests the board to follow the Federal Medicare model of healthy competition among paratransit providers to break up years of monopoly. There have been attempts to improve rider choice for reasons of fiscal accountability and fiscal integrity. Riders with disabilities and elders with infirmities, especially in their later years in life when they cannot drive, and transportation is advantageous; their contribution should be sought on a regular basis. For us information is empowerment. We need to receive information from LYNX, transit providers, transportation disadvantaged programs, and we need to be trained to be advocates and get FTA grants. We request Orange, Seminole, and Osceola Counties mayors get</p>	

together and speak to the grant writers and contract staff to write the Federal grants to train paratransit riders so they can be advocates for the aging and disabled communities.

Chair Janer – Thanked Ms. Kayleani for her advocacy. Comments were directed for LYNX paratransit services, but fortunately all the board members on LYNX are on this board as well. Duly noted your comments.

Agenda Item: Reports – Customer Advisory Committee

Presenter: Luis Nieves-Ruiz

- CAC met approximately one month ago (exact date escapes me at the moment). Did not have a quorum. Still looking for a Vice Chair. Unable to approve minutes or anything.
- There was a small survey prepared by FDOT of who is riding SunRail. It was a small sample, but about 50% of the respondents said they would ride SunRail because of events.
- We were thinking this would be commuter rail, but now it is becoming something more and we will need to have a robust transit system for this region.
- Next meeting is scheduled for April 4, 2024.

Agenda Item: Reports – Technical Advisory Committee

Presenter: Tawny Olore

- TAC met on January 10, 2024, at LYNX Central Station.
- Approved the October 11, 2023, meeting minutes.
- Received updates from FDOT, LYNX, and Votran on the SunRail system. Received an update on transition and the Sunshine Corridor.
- Notable items discussed:
 - Reached 1,000,000 riders in December 2023.
 - Several promotional events in October and November 2023 were very successful for the system.
 - Participated in Mobility Week on October 27th through November 3rd.
 - On time performance maintained above 90%, which is great for the system and within budget.
- Ms. Olore advised that the next TAC meeting will take place on April 10, 2024.

Agenda Item: Reports – Agency Update

Presenter: David Cooke

- One Million Riders
 - On December 7, 2023, SunRail reached over one million riders – the first time since 2019.
 - In 2024, SunRail aims to exceed one million riders by:
 - Fostering vibrant community and strategic event partnerships with esteemed institutions such as Kissimmee Main Street, Orlando Magic, and DeLand Main Street.
 - Growing new ridership to and from the eagerly anticipated DeLand Station.
 - Promoting the value of TOD and the increasing opportunities near stations.
- Special Service Success
 - The Orlando Downtown Development Board sponsored two special services in Dec. on Sat., Dec. 23rd and Thurs., Dec. 28th.
 - Strong turnout with over 7,000 in ridership
 - Top destination stations were Church Street and Winter Park
- Orlando Museum of Art: Access for All
 - SunRail and the Orlando Museum of Art have partnered to promote ‘Access for All’ – a day of free museum admission every third Thursday of the month through 2024.
 - This event features live entertainment and a different theme every month.
 - The goal is to encourage SunRail riders and families to experience culture, exhibits, and creativity at the museum.
- Spring into March
 - March is gearing up to be an incredible month with seasonal events and destinations along the corridor.
 - More than 30 events and destinations near stations

- Choo Choo to Zoo is back by popular demand, March 15 – March 22 to coincide with Spring Break activities
- Spring Breaks typically span over three weeks for Orange, Osceola, Seminole, and Volusia counties
- Northern Expansion video shown to provide a progress update
- Average Daily Ridership: Nov – Feb Average – 4,528, continues to grow since the beginning of the year
- On Time Performance: Nov-Feb Average Goal - 95%; Actual - 90%; Contract - 99%
 - On-time 37 days
 - 84 Operating days
 - Ran 3,360 trains
- Operating Costs through February 29, 2024
 - Budget: \$55,558,954
 - Actual: \$47,220,023; currently under budget
- Operating Revenue through February 29, 2024
 - Budget: \$31,801,669
 - Actual: \$31,661,646 currently right around budget
- Capital Maintenance
 - Maintenance: 56.7% non-recurring corrective or in-kind replacement
 - Improvements: 43.3% extends the useful life of the assets

Sunshine Corridor Public Meetings

- Public and Stakeholder Engagement Summary (as of 12/22/23)
 - 330 + People Engaged in the Sunshine Corridor Project
 - 122 Public Survey Respondents
 - 185 Public Meeting Participants
 - 82 Online Comments
 - 42 Comment Forms Received
- Survey Results (20 questions, average time 5 minutes)
 - Of the 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
 - 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 expansion of SunRail
- Survey Results
 - Expansion to which locations – respondents could select all that apply
 - Orlando International Airport (OIA) 90.43%
 - Orange County Convention Center 81.74%
 - South International Drive 71.3%
 - Disney Springs 78.26%
 - Other 27.83%
- Sunshine Corridor Community Engagement Media Recap video shown
- CFL Roads 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 the SR 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.

- Next Steps
 - Complete the TCAR Study which we are looking to do that very shortly and come back to the Commission with the final results.

Agenda Item: Reports – Lynx Connectivity

Presenter: Bruce Detweiler

- Lynx Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area
 - In November, ridership was 16% higher than last year.
 - In December and February, there was an 8% increase in connectivity ridership.
 - In January, there was a 6% increase in connectivity ridership.
 - Overall, for year to date, there was an 8% increase in connectivity ridership from last year.
- Feeder Bus Route Analysis (Phase II South Routes)
 - For November, 10% increase for Fixed Route and 19% decrease for Neighbor Link.
 - For December, about 2% decrease for Fixed Route and about 14% decrease for Neighbor Link.
 - For January, 2% increase for Fixed Route and a 5% decrease for Neighbor Link.
 - In February, 3% increase for Fixed Route and 0% change for Neighbor Link.
- Also, we have a new category that LYNX is beginning to measure ridership for from Sand Lake Station to the Airport for service improvements that were implemented last August
 - From November to February, consistent increases in usage on the service with February ending about 132% higher than last year.
- Train-To-Plane Improvements beginning April 21st, 2024
 - Current Link 111 being discontinued (branded as the “Train-to-Plane” connection)
 - New Link 311 service is replacing Link 111
 - New destinations accessible from Sand Lake Road Station and OIA
 - Increased frequency and improved connections
- Sand Lake Station Improvements
 - On April 21, 2024, adding a new route, discontinuing a current route, and making overall improvements to connectivity at the station,
 - New Route – Link 311 – Disney/OIA/Destination Parkway Express
 - Operates limited stop service between the Airport and Disney Springs; runs daily from 5:00 a.m. to 11:05 p.m. with 30-minute frequency
 - Limited stops only at:
 - Disney Springs Transfer Center
 - Destination Parkway at I-Drive (Orange County Convention Center)
 - Destination Parkway Superstop
 - Destination at Universal Boulevard
 - Florida Mall Superstop
 - Sand Lake Road SunRail Station
 - Orlando International Airport
 - SunRail Connection Improvement
 - Weekdays:
 - Sand Lake Station to OIA approximately every 15 minutes (Links 42 and 311) from 5:30 a.m. to 10:45 p.m. The station should see a significant improvement in connectivity.
 - Weekends:
 - Link 11 extended into station ALL trips
 - Link 42 frequency increase to every 30 minutes on Sunday

- Link 311 new service every 30 minutes

Agenda Item: Reports – Votran Connectivity

Presenter: Bobbie King

- Connectivity for the DeBary SunRail station had a slight decrease in the last few months, but overall has generally the same ridership each month.
- Overall, annually the same ridership from year to year.

VoRide Update - Volusia County's Mobility on Demand (MOD) Service

- Starting Phase II for the Deltona/DeBary/Orange City area on Monday, April 8th.
- What is Mobility on Demand?
 - An integrated and connected multi-modal network of safe, affordable, and reliable transportation options that are available and accessible to all travelers.
- How it helps our system?
 - Cost effective, which is why we're moving it into another area
 - Provides coverage to low demand areas and reallocates resources to high demand areas.
 - Staffing relief.
 - Better service to the public.
- Images shown side-by-side with existing route and new VoRide route. Image on the left is the west side of Volusia County where VoRide service is being offered. Gray lines are current fixed routes, and those will change. The image on the right shows the changes; quite a bit of the fixed route will be taken out of the area and implement the VoRide service. That is an improved service where you can request your ride immediately versus riding a fixed route service which means you would have to wait for the bus to run its regular schedule. If you are in an area where you can connect to a fixed route line, you can go further on your trip and outside of the zones that are created for the VoRide service. It provides a lot of connectivity for our riders.
- Current Services Options in West Volusia: Fixed Route
 - Runs along major corridors throughout West Volusia, with three circulator routes in Deltona.
 - Two feeder routes to the DeBary SunRail station.
 - Service – generally 5:30 a.m. to 8:00 p.m. / Monday through Saturday
 - Frequency – every 30 to 120 minutes.
 - Fare – \$1.75
- West Volusia Paratransit Service Options
 - Service for ADA and Transportation Disadvantaged populations.
 - Door-to-door service.
 - Hours mimic the Fixed-Route hours for ADA and 6:00 a.m. to 7:00 p.m. for TD.
 - Trips must be scheduled at least the day prior to travel.
 - Fare – \$3.00
- VoRide Implementation
 - Launched December 5, 2023.
 - DeLand zone first.
 - No route changes initially.
 - Deltona/Orange City/DeBary zone to be implemented in Spring 2024.
 - Fare – \$2.00 with free transfer to and from Fixed-Route System.
 - Service Hours – 6:00 a.m. to 9:00 p.m., Monday-Friday and 7:00 a.m. to 7:00 p.m. Saturday.
 - Some days servicing 400 a day, averaging 200 per day and going well.

- 4.8 rating from riders that are using it.
- How does it work?
 - Schedule trips via app or by phone call.
 - Systems routes a nearby vehicle to pick up the customer.
 - Riders may share the vehicle with other riders. The van holds about 6 people and is almost fully utilized each time.
 - System is continually monitoring for ride requests and routing vehicle as efficiently as possible.
 - Requests can be fulfilled within 30 minutes.
- Ridership and Statistics
 - Current as of February 19, 2024:
 - 6,876 total riders.
 - Average ridership of 129/day. I didn't update this slide, but currently seeing about 400 people/day with an average of about 200 riders/day as of late March.
 - 58.1% of riders are picked up between one minute before their estimated time and one minute after their estimated time.
 - Average ride duration is about 9 minutes. Average ride distance is about 3 miles.
 - 1,848 accounts created.
 - 16.7% of trips were rated at the conclusion of the trip.
 - 4.8 out of 5 star average rating.

Votran Update

What changes will occur in the future?

- West Volusia Fixed-Route Changes
 - Phase II of the system and changes planned for June 30th.
 - Routes 20, 21, 22, and 23 will be eliminated as part of Phase II of the VoRide implementation plan.
 - Routes 31 and 33 will see increased service hours due to the service adjustments. Once the fixed route service is reduced, we will expect to see an increase in riders that choose to use SunRail.
 - Currently, these routes only run morning and afternoon peak hours on weekdays as commuter service to/from DeBary SunRail Station.
- Route 31 – Highway 17/92
 - Serves US Highway 17/92 from DeLand to DeBary SunRail Station.
 - Will run 4:30 a.m. to 9:00 p.m. weekdays and 6:30 a.m. to 7:45 p.m. Saturdays.
 - Frequency – every 30 minutes from about 4:30 to 9:00 a.m. and 3:30 to 9:00 p.m. weekdays.
 - Frequency – every 60 minutes from about 9:00 a.m. to 3:30 p.m. weekdays and all day Saturdays.
 - Will change to 30 minutes all day once the fixed routes are consolidated.
- Route 33 – Orange City Crosstown/Deltona
 - Serves portions of Providence Boulevard, Saxon Boulevard, Enterprise Road, and US 17/92 from the Deltona Regional Library to DeBary SunRail Station.
 - Does not serve DeBary or DeBary SunRail Station on Saturdays.
 - Will run from 4:18 a.m. to 8:20 p.m. weekdays and 6:15 a.m. to 6:40 p.m. Saturdays.
 - Frequency every 60 minutes at all times.
- VoRide/Votran Transfers – where they hope to have riders transfer to meet a fixed route. Do not want riders to be in the middle of a street with no shelter, etc.
 - Transfer Locations:
 - Amelia Superstop – north DeLand (Routes 31 and 60).
 - Thomas C. Kelly County Admin Complex – Downtown DeLand (Route 31).

- DeLand ITF – south DeLand (Route 31).
- Market Place Transfer Center (Routes 31 and 33).
- DeBary SunRail Station/connection available to SunRail (Routes 31 and 33).
- Deltona City Hall – weekdays (Route 33).
- Deltona Library (Route 33).

- We think these changes will increase ridership to DeBary and eventually serve Deland as well.
- **Chair Janer:** You said it is cost effective. Did you run a cost analysis for riders that use this VoRide service versus people who are using just your fixed-route service?
- **Bobbie King:** Yes.
- **Chair Janer:** Do you have those numbers to share with us?
- **Bobbie King:** I don't have them with me; I can give you a general overview. We had a consultant do an almost year-long study of fixed route and paratransit costs and our cost for this service. Once we did a bid, came in very close to what was expected. In general, we spend \$2 to \$3 million a year on fixed route, and we are going to spend at least \$1 million less on this service. That's a nice cost savings and a premium service.
- **Chair Janer:** Have you noticed riders taking the VoRide and not connecting to fixed route?
- **Bobbie King:** Yes, some of the trips don't have a connection point. The algorithm will tell you if there is a connection point and those connection points we have identified only. If there isn't a connection point, it takes you directly to your location.
- **Jeff Brower:** I would like to thank the Commission for giving Bobbie King the time to show you what we are doing. I think we are looking at the future and the wave of the future for inter-city transportation. For me, it solved the problem of that last mile of getting people from the SunRail Station. It gets people downtown and quite a large area. I have been prepared for the complaints that might come; there hasn't been any. There were complaints before that we're competing with private business with Lyft, Uber, and taxis. I don't think we are because the people that are taking VoRide can't afford those options anyway. It's people on fixed incomes, getting to doctor appointments, grocery stores, getting to work. It has been an incredibly successful service thus far. This represents a lot of hard work. I'm sure I'll get a complaint at some point, but there haven't been any yet. The ridership keeps going up.

Agenda Item: Ratification of CAC Appointees

Presenter: David Cooke

- Ratification of the City of Orlando CAC Members
 - Appointment of Gabrielle Squillante
 - Re-Appointment of Mary Linn
- Ratification of the Osceola County CAC Members
 - Appointment of Marcelo Iglesias
 - Appointment of Cortnie Fetzer (Grno)
- Motion and second for ratification, motion passed.

- Next Steps from November 16, 2023, CFCRC Meeting
 - Received concurrence on the Operations Phasing Concept
 - Directed staff to develop the following:
 - Interlocal Governance Agreement Revisions
 - Operations Phasing Agreement
 - Pre-Transition Action Items
- Interlocal Governance Agreement Amendment
 - Agreement between Local Funding Partners (LFPs) (not this Commission).
 - Section 3.05 revised to reflect that expanded or extended service will require unanimous approval from the CFCRC. However, if the partner(s) that wish to extend or expand service agree in writing to fund it, service may be extended or expanded with approval from only those partners who will be funding.
 - There is an opt in provision for the expanded or extended service of 180 days.
 - Section 4.01 revised to remove yearly caps. A collective annual obligation including operating and capital costs were capped at \$63 million.
 - The annual obligation will be adjusted each fiscal year to reflect the change in the Railroad Cost Recovery Index plus 1%.
 - The cap may be increased by a unanimous vote of the CFCRC.
- Operations Phasing Agreement
 - Transition will occur in two phases:
 - Phase 1 – Financial Transition – December 31, 2024
 - All contracts will be assigned/novated to CFCRC
 - LFPs start to pay for all financial aspects of the system
 - FDOT will continue to operate the system for up to three years
 - Tasks and dates for Transfer of financial obligations established
 - Phase 2 – Operations Transition – within 3 Years
 - Tasks and dates for Transfer of operations established
 - Term Sheet with LYNX within first year
 - Contract with LYNX within second year
 - Initiation of procurement for Contract Operators within second year
 - LYNX hires operations personnel within third year
 - Other Notable Items
 - FDOT will provide approximately \$5 million annually for PTC. The amount will change each year based on a formula.
 - FDOT will not charge for staffing during Phase 2 transition.
 - FDOT will pay for operations cost for Phase 2 North for one year after revenue operations.
 - FDOT will lead discussions with CSXT even beyond the Phase 1 financial transition.
 - FDOT to provide \$10 million lump sum for vehicle state of good repair.
 - FDOT will continue third party permitting.
 - CFRC bridges will be placed in the FDOT Bridge Management Program. As those bridges are inspected, those facilities will be monitored and tracked.
 - All corridor and farebox revenue will be transferred to CFCRC.
 - New ticketing system will be in place before Phase 1 Transition.
 - LFP Commission/Council Meetings – received unanimous votes from each of the commissions/councils which shows the true leadership of this Board.
 - March 11, 2024 – City of Orlando

- March 18, 2024 – Osceola County
- March 19, 2024 – Volusia County
- March 26, 2024 – Orange County
- March 26, 2024 – Seminole County

- **Chair Janer:** I would like to publicly thank Tawny Olore and FDOT. This has been an incredible amount of work, and I thank you all for your cooperation. I'm glad we were able to come to terms that we could all live with.
- **Mayor Buddy Dyer:** We are coming up on the ten-year anniversary; the start of operation will be May 1, 2024. SunRail was originally a mitigation project for the construction of the I-4 Ultimate and was supposed to operate during the construction of the I-4 Ultimate, which took a little longer than seven years. This has been operating for ten years, and FDOT will have operated it 10.5 years by the time it gets transitioned. We have been working on the transition a long time, and I do want to echo the Chair's appreciation comments of FDOT and all the LFPs staff who worked so diligently to get us to this point. I look forward to the next part of this which is the expansion of SunRail, because it was always envisioned that the first 61 miles would be an initial spine and we would end up having a robust, regional system. I don't think we ever envisioned that the farebox was going to pay any nominal percentage of what the cost to operate it would be. Without the first 61 miles, we can't get the rest of it. Today is a pretty monumental day.
- **Councilman Brower:** I have an allergy, I'm allergic to cost increase; but this is not what is happening here today. I feel like for Volusia County, all of you that have been on this commission for a long time, we have had a lot of give and take, some rough times. This represents really good work, some compromise. I feel like Volusia is better protected. I feel like every member is better protected with caps, agreeing on the way we will vote on different items, and on the opt in. There are a lot of great things here to celebrate. For all of the partners and your staff that worked very hard on this, Secretary, Mr. Cooke, thank you for what you have done to make Volusia feel comfortable, and I think more of a part of this than we ever have been. This is a really good step forward.
- **Commissioner Amy Lockhart:** As the newest kid on the block, I was not here to experience any of the labor pains all of you experienced over the years. I am happy to be here to see the birth of this new phase, and I will echo all the comments that were made. I agree with Mayor Dyer, I am looking forward to the next phase. Because for those of us who represent communities further outside the core of this region, getting to the airport is such a huge accomplishment for our citizens. I think we will see a greater benefit for our community when that occurs. The LYNX administration, does the CFCRC approach LYNX? Does LYNX approach SunRail? When do we hit that lever? Neither entity has actually voted to make that happen.
- **Tawny Olore:** Chair Janer is the chair for LYNX at this point. We have been talking with Tiffany Homler, CEO of LYNX, about having a presentation at the April LYNX Board Meeting. This would be the meeting to have the official presentation and summary for the public to know about and to talk to the LYNX board in April.
- Action by CFCRC
 - Approval of the Operations Phasing Agreement
 - Motion for approval by Mayor Dyer, second by Chairman Brower, motion passed.

Agenda Item: Election of Officers

Presenter: Ryan Mahler

- **Secretary Tyler:** I want to thank you for your leadership and commitment to SunRail. Today was a fundamental achievement and to focus on expanding the original 61 miles. We do have more to talk about and more expansion efforts to talk about, we will be talking about Sunshine Corridor. We still have a lot of work to do to complete the transition checklist, but we are motivated and prepared. Bringing in Lynx will speed up that momentum. We are looking to the future.

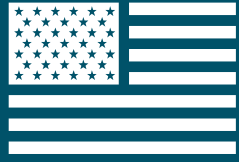
- Chair – Jeff Brower nominated for Chair, nomination seconded – motion passed.
- Vice Chair – Amy Lockhart nominated for Vice Chair, nomination seconded – motion passed.
- Secretary – Buddy Dyer nominated for Secretary, nomination seconded – motion passed.

Agenda Item: Board Member Comments

- Chair Janer congratulated the new Chair, Jeff Brower, who will take over at the next meeting.

Next Meeting: April 25, 2024, at 2:00 PM, Lynx Central Station Admin. Building

Meeting Adjourned: 2:39 PM



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



APPROVAL

ADOPTION OF MARCH 28, 2024, MEETING MINUTES



PUBLIC COMMENTS



REPORTS

A. CUSTOMER ADVISORY COMMITTEE

Luis Nieves-Ruiz, Chair

B. TECHNICAL ADVISORY COMMITTEE

Tawny Olore, P.E., Chair

C. AGENCY UPDATE

David Cooke

D. CONNECTIVITY

LYNX Update – Bruce Detweiler

Votran Update – Bobbie King





CAC CHAIR'S REPORT

LUIS NIEVES-RUIZ



TAC CHAIR'S REPORT

TAWNY OLORE, P.E.



AGENCY UPDATE

DAVID COOKE



SPRING BREAK SUCCESS!!

The four-county service area offered Spring Break over three weeks.

- Ridership peaked on Friday, 3/15 reaching 8,675
- A host of community events, attractions, and more attracted first-time riders and existing fans





CORPORATE 5K PARTNERSHIP

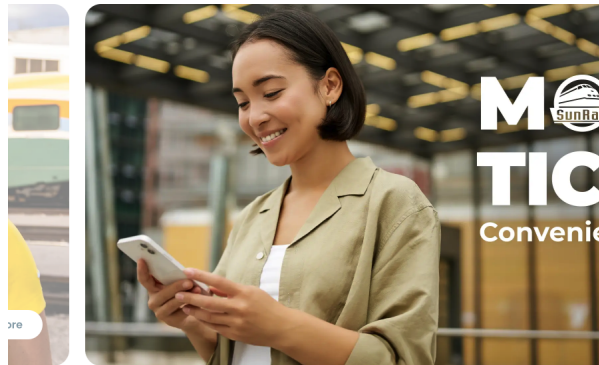
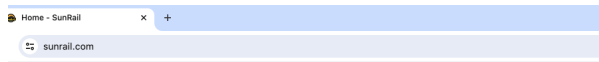
SunRail and Track Shack have teamed up again to promote taking SunRail to the SimplyIOA Corporate 5k on Thursday, May 9, 2024.

- This event welcomes tens of thousands of participants
- Ridership is promoted as participants may ride for free with bib numbers
- An additional 9 PM northbound *Race Train*, sponsored by Alstom, will help get people home after the event





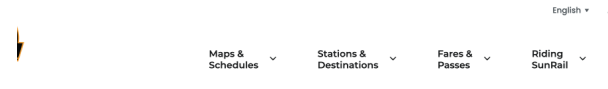
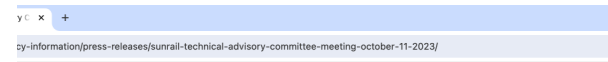
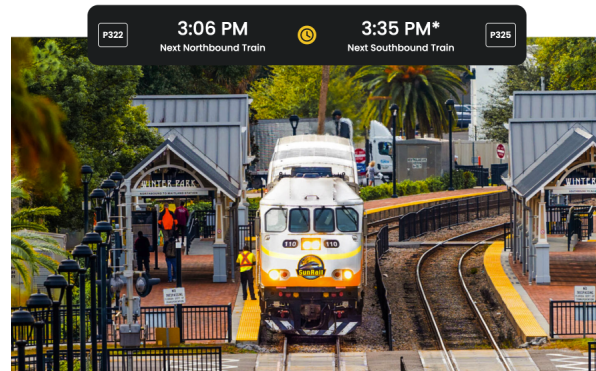
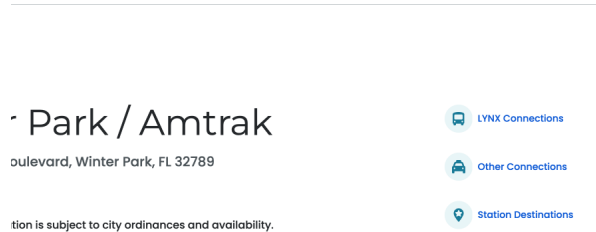
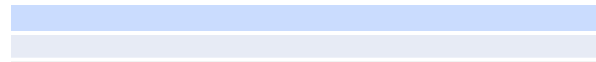
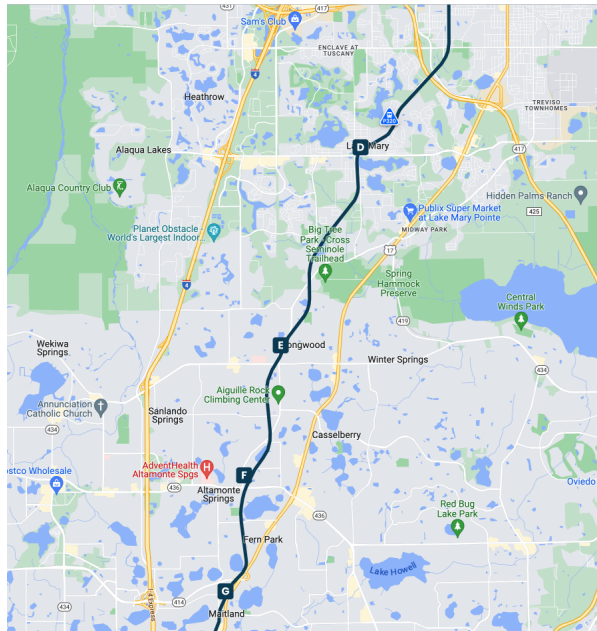
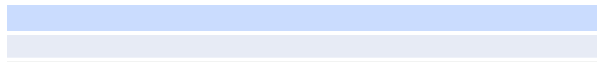
NEW SUNRAIL.COM WEBSITE LAUNCHES



Trip Planner

Departure: Select a Station, Time: 00:00, Arrival: Select a Station

Ticket: Adults (ages 19-64), Ticket Cost: \$0.00, Est. Travel Time: 00:00



SunRail Technical Advisory Committee Meeting October 11, 2023
 Oct 3, 2023 [TAC](#)

ORLANDO, Fla. – The Central Florida Commuter Rail Commission Technical Advisory Committee (TAC) will hold a board meeting on Wednesday, October 11, 2023, at 2:00 p.m. in the LYNX Central Station Administration Building. Attendees are encouraged to join in person, virtually, or over the phone. Please note that there is limited seating in the main room and a virtual meeting link will be provided.

Those who wish to attend by phone may dial 914-614-3426 and enter access code 324-708-831 (mutual access code). Attendees can also join from a computer, tablet, or cell phone by registering at: attendee.gotowebinar.com/register/2375578868955930974. The meeting starts promptly at 2:00 p.m.

The meeting agenda and meeting materials are made available at least 72 hours prior to the meeting at www.sunrail.com.

Those wishing to provide comments in person must come the day and time of the meeting to the LYNX Central Station Administration Building Open Space Room at:

LYNX Central Station Administration Building Open Space Room
 455 N. Garland Avenue, 2nd Floor
 Orlando, FL 32808

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or marital status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting the SunRail Title VI Coordinator at Roger.Masten@dot.state.fl.us.

Persons who require accommodations under the Americans with Disabilities Act or persons who require



RIDERSHIP TRENDS – BUY NOW!

Mobile Ticketing Allows Riders to Purchase Tickets in Advance

Mobile Ticket Adoption Rate:

February - 4% of tickets sold

March - 8% of tickets sold

April to date - 16% of tickets sold





DELAND CONSTRUCTION UPDATE





ON-TIME PERFORMANCE AVERAGE

March 2024

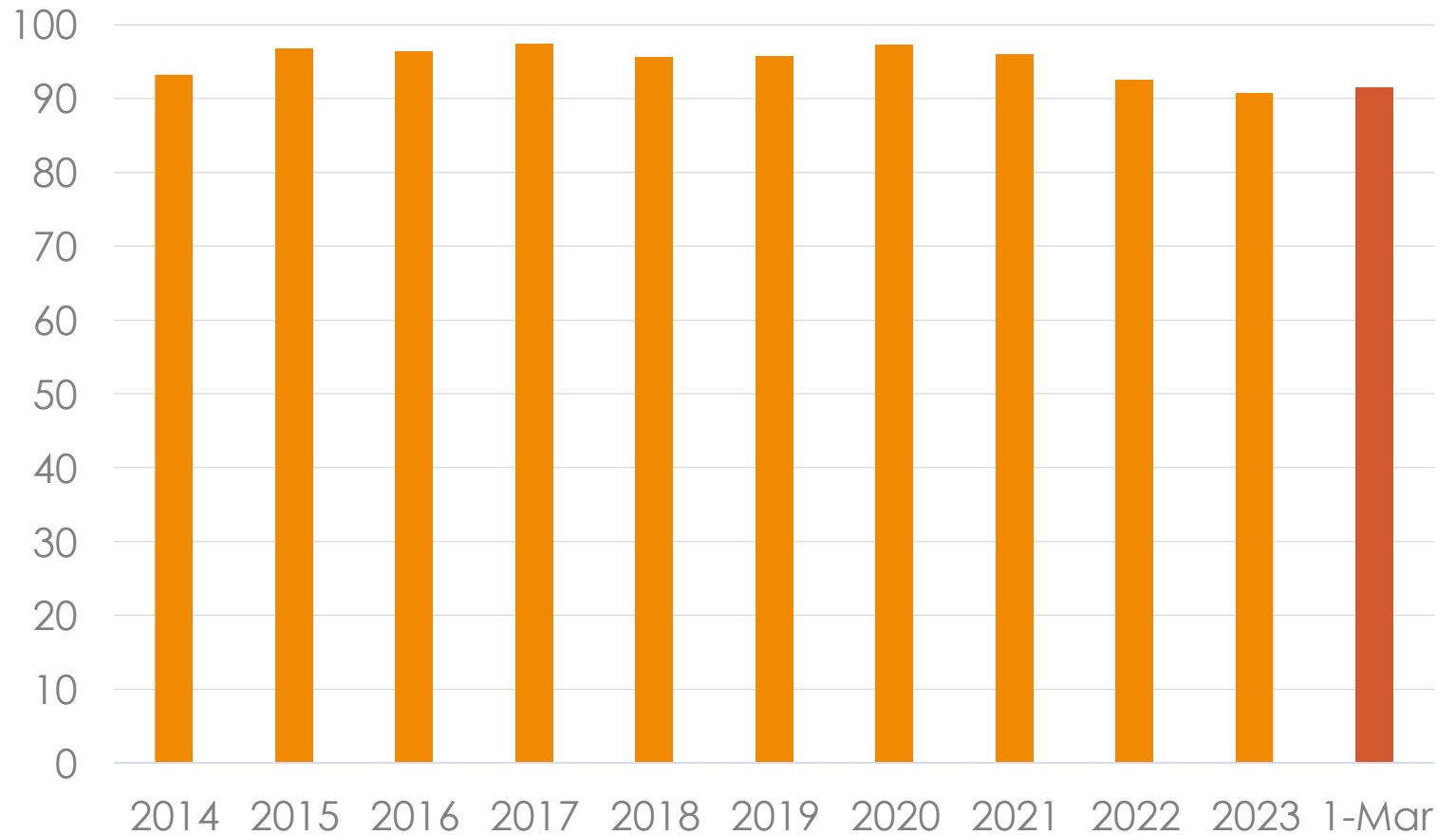
Goal = 95%

Actual = 91.57%

Contract = 99.05%

ABOVE AVERAGE

- On-Time 8 Days
- 21 Operating Days
- Ran 840 Trains





SUNRAIL TITLE VI UPDATE 2024

- Required by FTA every 3 years or when there is a Major Service Change or Fare Change
- Phase 2 North is a Major Service Change (adding 12.2 miles to 49 miles)
- 1 new station (DeLand) and 12.2 miles of new service
- Includes a Service and Fare Equity Analysis to determine if changes are a disparate impact on minority or low-income populations:
 - Analyzed demographic characteristics of new service area
 - No changes to bus service, since FDOT is required to analyze only those routes that are funded by FDOT
 - Votran would perform their own analysis on other service changes should they meet their threshold for a “Major Service Change”
 - No changes to current Fare Policy



SUNRAIL PHASE 2 NORTH EXPANSION

AREA OF ANALYSIS	4-COUNTY REGION	SUNRAIL SERVICE AREA (INCLUDING DELAND)	VOLUSIA COUNTY	DELAND STATION AREA
TOTAL POPULATION	2,850,989	869,738	558,520	58,024
PERCENTAGE OF MINORITY RESIDENTS	54.31%	57.28%	30.98%	32.23%
PERCENTAGE OF LOW-INCOME RESIDENTS	12.31%	12.64%	7.94%	13.26%



SUNRAIL TITLE VI UPDATE

- Service Equity Analysis showed no disparate impact on minority or low-income populations in the service area
- Expanded service will provide minority and low-income populations with increased mobility options
- Title VI Update will be submitted to FTA following 30-day public comment period and subsequent approval by the CFCRC
- This information is provided in the Draft SunRail Title VI Program (April 2024) which is available for public review from Tuesday April 9, 2024, through Wednesday, May 8, 2024, on [SunRail.com](https://www.sunrail.com)



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	
<i>Days of Operation</i>	22	21	21	22	21	21							21
Sanford	302	301	272	302	303	304							297
Lake Mary	75	76	72	80	84	75							77
Longwood	77	69	59	73	80	76							72
Altamonte Springs	133	130	143	133	129	144							135
Maitland	16	17	22	18	15	18							18
Winter Park	379	379	370	359	397	379							377
AdventHealth	309	290	267	300	309	307							297
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	27	29	26	21	25	29							26
Sand Lake Road	284	311	338	319	381	388							337
Meadow Woods	119	106	92	107	121	102							108
Tupperware	14	14	12	14	13	19							14
Kissimmee Intermodal													
Poinciana	7	9	4	6	8	6							7
Total - All Stations	1,742	1,731	1,677	1,732	1,865	1,847							1,766
Percent change from FY 22 to FY 23	12%	16%	8%	6%	8%	9%							9%





LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	March		Change	% Change
	FY23	FY24		
18	19,916	21,712	1,796	9%
418	5,742	4,655	(1,087)	-19%
155	702	772	70	10%
306	2,081	2,440	359	17%
604*	345	384	39	11%
831*	894	769	(125)	-14%

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

LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	March		Change	% Change
	Mar-23	Mar-24		
11,42,111	32	81	49	153%





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

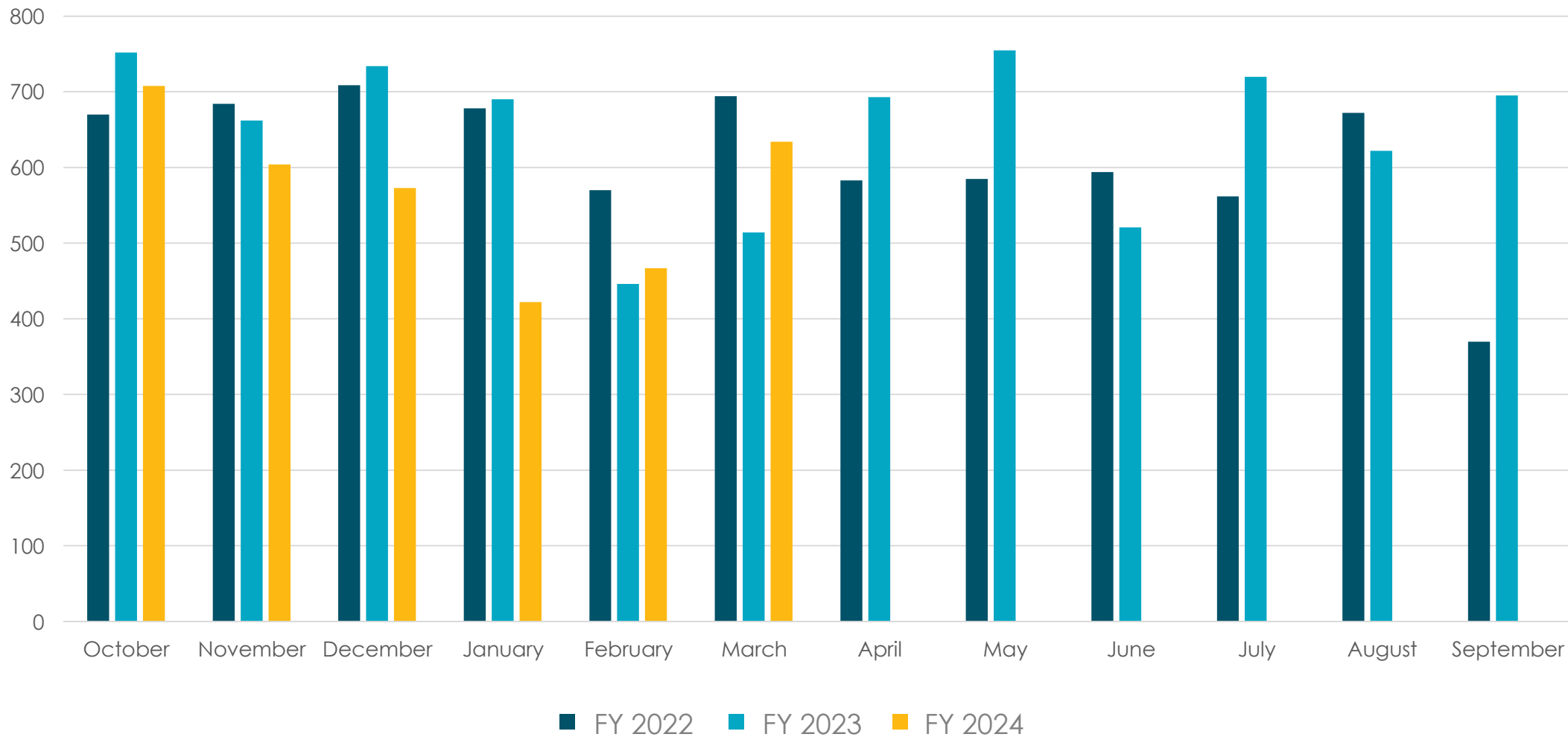
Activity at DeBary Station	Fiscal year 2023												Annual Daily Average
	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	
Days of Operation	21	20	22	22	20	23	20	22	22	20	23	20	255
Total Monthly Ridership	752	662	734	690	446	514	693	755	521	720	622	695	7,804
Avg 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	Dec-23	Jan-24	Feb-24	Mar-24							
Days of Operation	22	21	20	22	21	21							127
Total Monthly Ridership	708	604	573	422	467	634							3,408
Avg Daily Ridership	32	29	29	19	22	30							27





VOTRAN SUNRAIL CONNECTIVITY





INFORMATIONAL ITEMS

Sunshine Corridor TCAR Update – David Cooke/Secretary John Tyler
SunRail Operations Phasing Agreement – John Booker



SUNSHINE CORRIDOR TCAR UPDATE

David Cooke



SUNSHINE
CORRIDOR

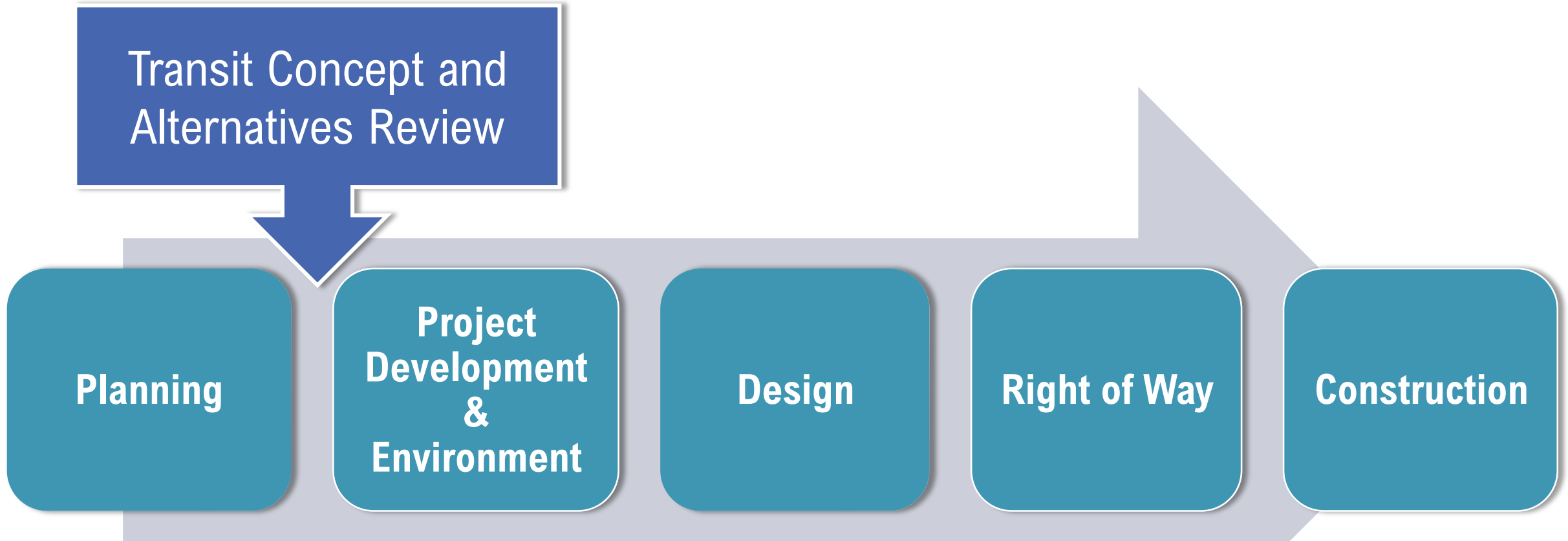
Sunshine Corridor

Transit Concept and Alternatives Review (TCAR) Study

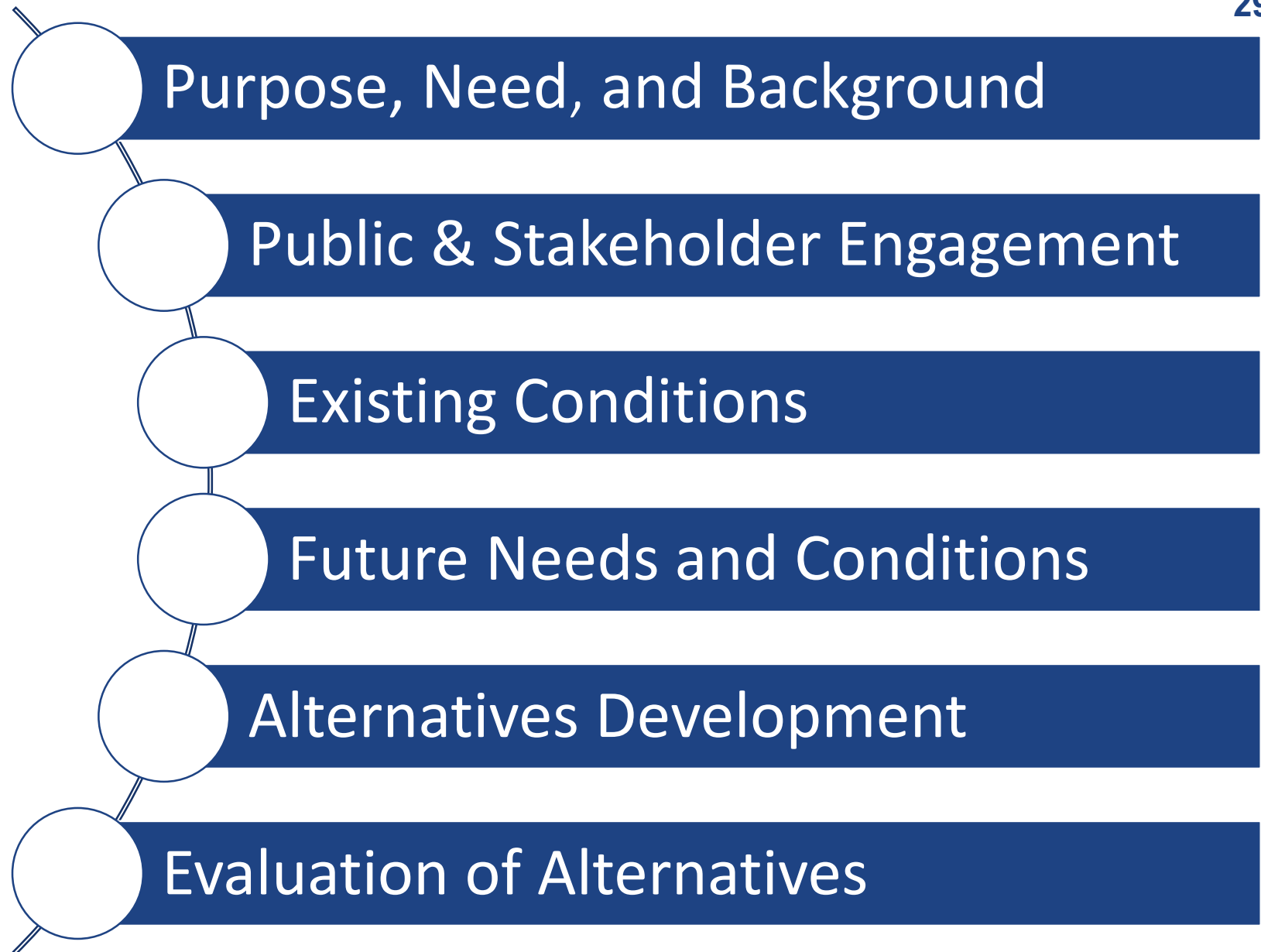
CFCRC Sunshine Corridor Update
April 25, 2024



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.



Sunshine Corridor Project Objectives



Connect residents to employment, leisure opportunities, and essential services.



Provide a cost-effective regional transportation solution that reduces the need for roadway capacity or expansion projects.



Promote economic development and increase local commerce.



Provide safe travel options for regional travel.

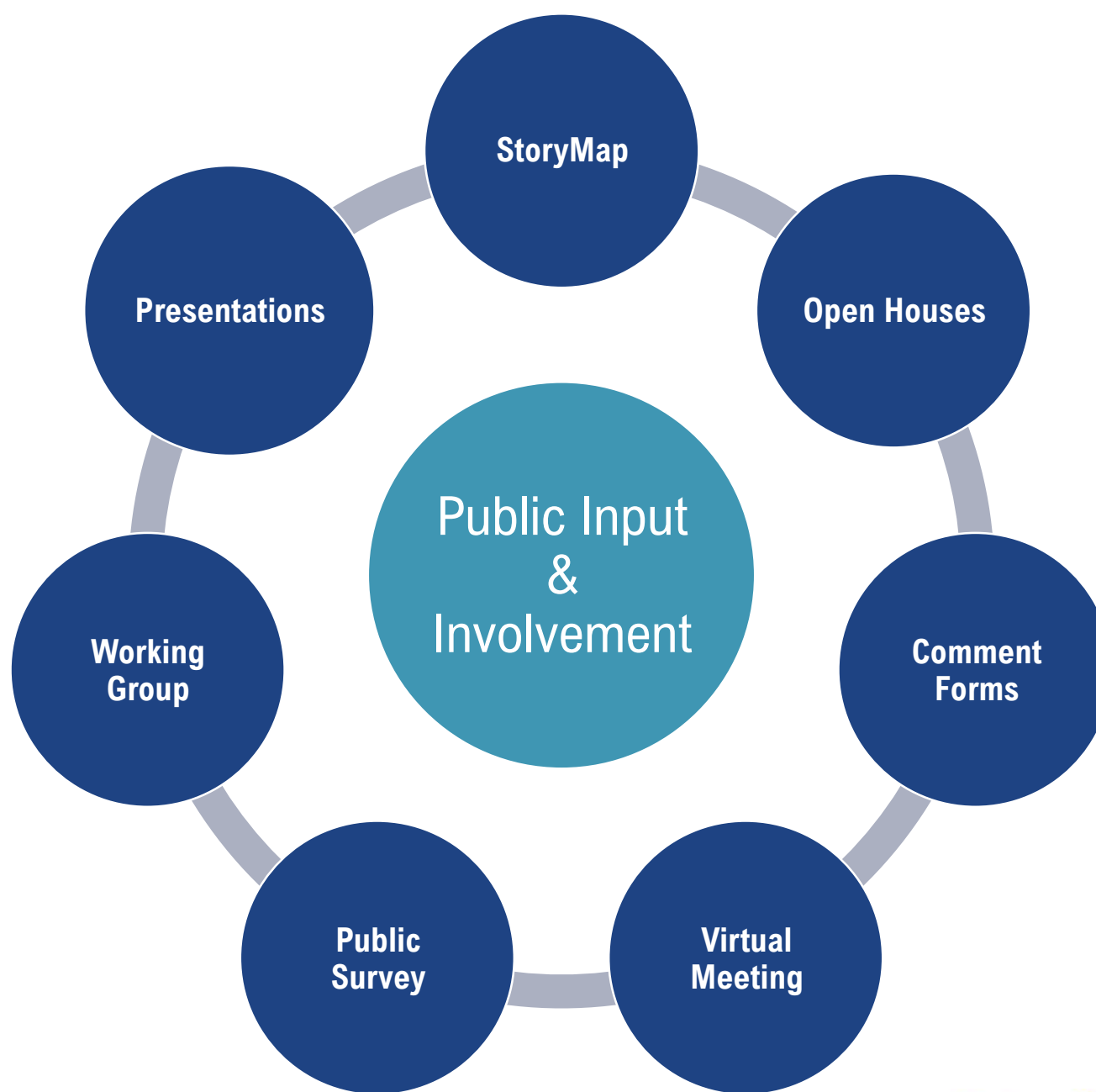


Produce environmental benefits through the reduction of single-occupant vehicle travel.



Enhance transportation equity by making regional transit options more viable.

Public & Stakeholder Engagement



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

330+

People Engaged in
the Sunshine
Corridor Project



40

Comment Forms
Received

122

Public Survey
Respondents



185

Public Meeting
Participants

82

Online
Comments

Survey Results

90%

Were familiar
with the
Sunshine
Corridor Study

50%

Use SunRail
primarily for
traveling to/from
entertainment
venues

98%

Support the
expansion of
SunRail

123
Comments
Received

CFL Roads:
82 emails
Public Meeting
Comment Forms:
40 forms

Approximately 80% of responses specifically supported the expansion of SunRail. Including days and hours of service on existing SunRail.

“Love Sunshine Corridor Expansion! Great for tourists to get around, gives locals better transit options, economic stimulant for surrounding areas.”

Alternatives Screening



Alternatives Under Consideration

1 Enhanced Local Bus



2 Bus Rapid Transit (BRT)



3 Commuter Rail (SunRail)



4 Trackless Tram



Preliminary Screening Results

Alternative Modes	Project Purpose and Need			
	Leverages existing rail infrastructure	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

- Achieves
- Moderately Achieves
- Does Not Achieve

Recommended Alternative: Commuter Rail

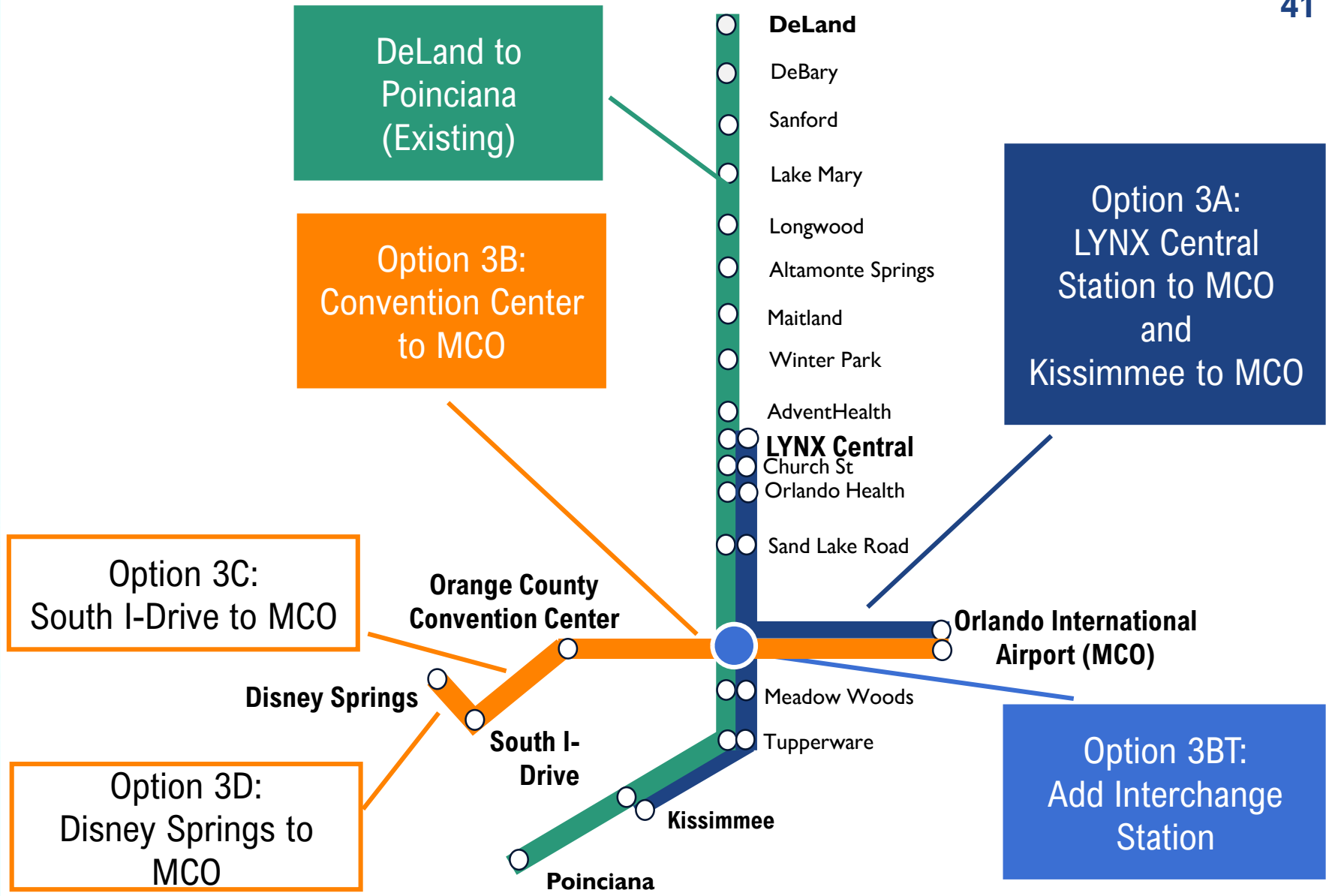
- Commuter rail was the mode to meet all screening needs
- Public support was determined through engagement efforts
- Commuter rail leverages planned investment in infrastructure and service

Preliminary Ridership Estimates



Commuter Rail Options

Operational Concept Plan



Schematic Only - Not to Scale

Ridership Estimates

Options	Service Limits	Total System Ridership Opening Year (Annual) 2026	Total System Ridership Horizon Year (Annual) 2040
3A	Existing SunRail to MCO	3,700,000	5,200,000
3A+3B	Existing SunRail to MCO to OCCC	4,400,000	6,400,000
3BT*	MCO to OCCC	4,900,000	6,700,000
3A+3B+3C	Existing SunRail to MCO to OCCC to S. I-Drive	5,400,000	7,900,000
3A+3B+3D	Existing SunRail to MCO to OCCC to Disney Springs	6,400,000	9,400,000

* - This option does not include Option 3A

Ridership Study Results Observations

- All connector options more than triple existing SunRail annual total system ridership (1,000,000 annually).
- Ridership potential in this corridor far exceeds current estimates due to tourist travel in the region.

Preliminary Cost Estimates Commuter Rail Options

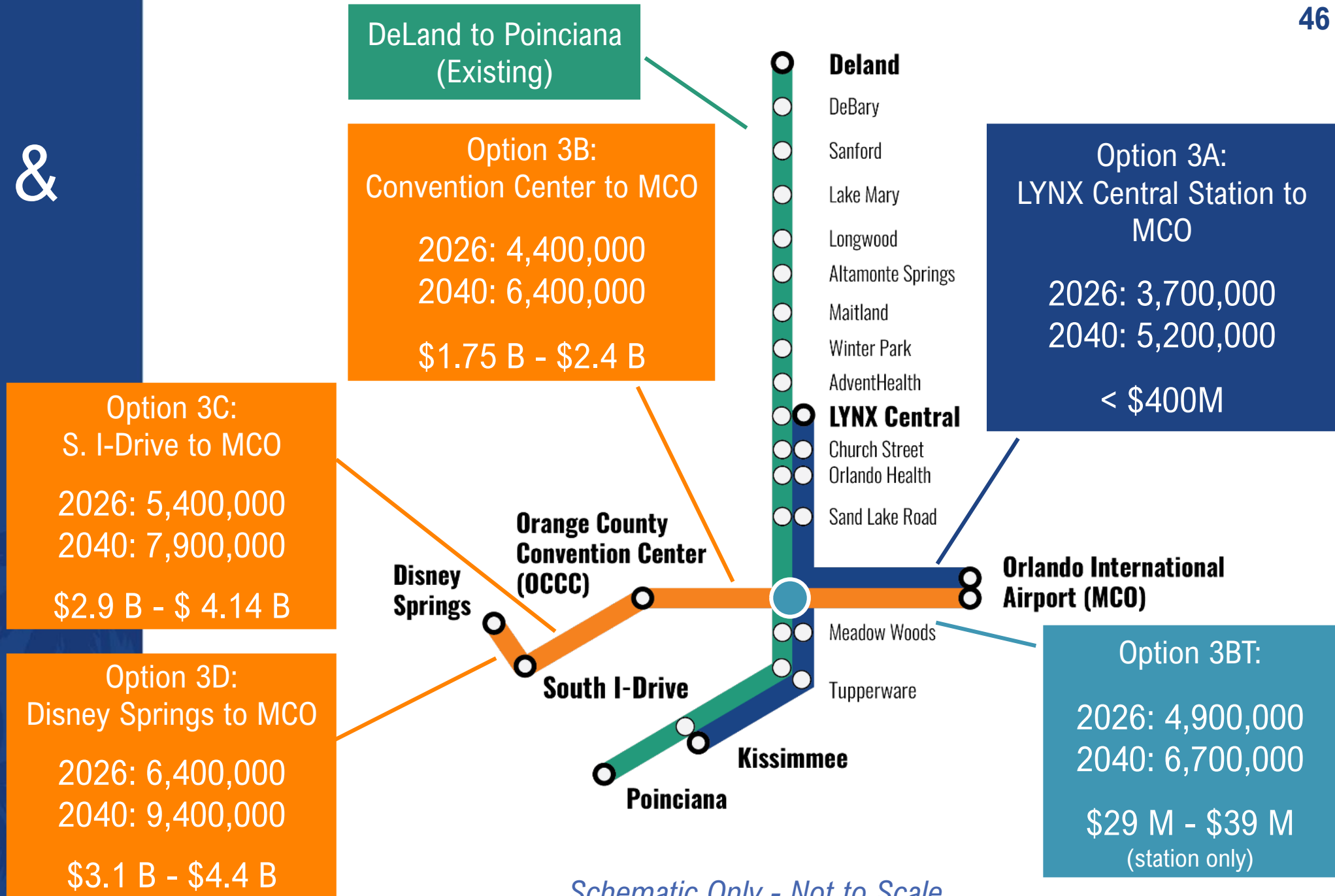
(Cost Estimates use existing data from SunRail, Brightline, and Universal. Cost estimates assume 24 hrs./7 days operations)



Preliminary Cost Estimates

Commuter Rail Connection Options		Estimated Capital Costs	Estimated Annual O&M Costs	Notes
3A	Existing SunRail to MCO	< \$400 M	\$41.5 M	Existing North-South is \$66.6 M annual operating cost; O&M Incremental to N-S O&M and includes increased frequency and headways on the N-S line.
3B	OCCC to MCO	\$1.75 B - \$2.4 B	\$23.2 M	O&M costs are for 3B only.
3BT	OCCC to MCO with Interchange Station to connect to North-South SunRail Line	\$29 M - \$39 M* (*station only)	TBD	This option is Alternative to 3B with transfer station at the existing N-S SunRail line versus at MCO; assumes Option 3A is not constructed. Station Cost provided by Shingle Creek CDD.
3C	S. I-Drive to OCCC	\$1.22 B - \$1.74 B	\$10M	O&M cost for 3C.
3D	Disney Springs to S. I-Drive	\$173 M - \$247 M	\$200K	O&M costs are for 3D. Capital cost includes the cost of an additional train set (\$16 M) to operate to Disney Springs.

Annual Ridership & Cost Estimates



Schematic Only - Not to Scale

Value Engineering Suggestions

Key Topics for Value Engineering during Next Phase:

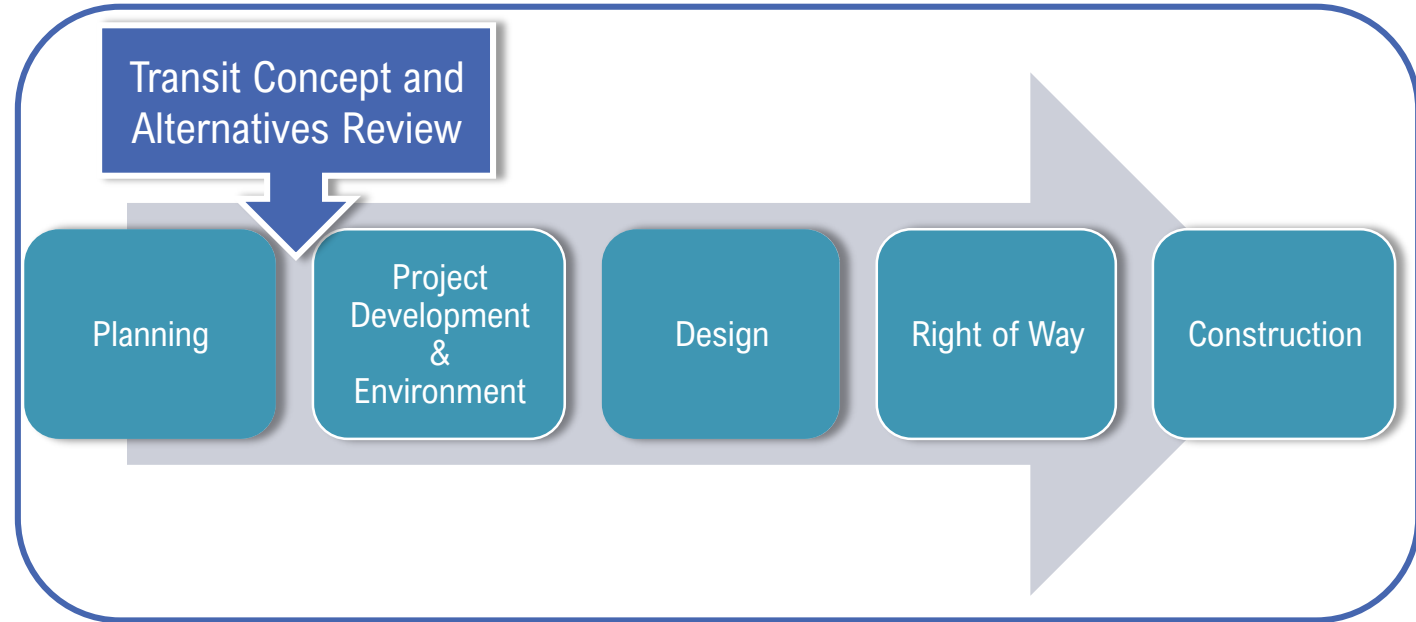
- Station at the Orlando International Airport (MCO)
- Rolling Stock – DMU versus Push Pull Equipment
- Locations/lengths of using bridges or MSE walls
- Elevated track versus at-grade track (sealed corridor)
- Specific Station Locations to reduce capital costs (Disney Springs & South I-Drive)
- Project Phasing - to share infrastructure (CFRC to MCO segment)

Next Steps



Next Steps

- Finalize TCAR Study
- Coordinate with FTA & others to confirm approach
- Status of existing CIG project
- Funding program eligibility
- Finalize Approach & Request Entry into FTA Project Development
- Identify Consultant for PD&E Study



Thank you!



**SUNSHINE
CORRIDOR**





OPERATIONS PHASING AGREEMENT UPDATE

John Booker



BOARD MEMBER COMMENTS



NEXT MEETING

MAY 23, 2024, 2:00 PM

Lynx Central Station
Administration building



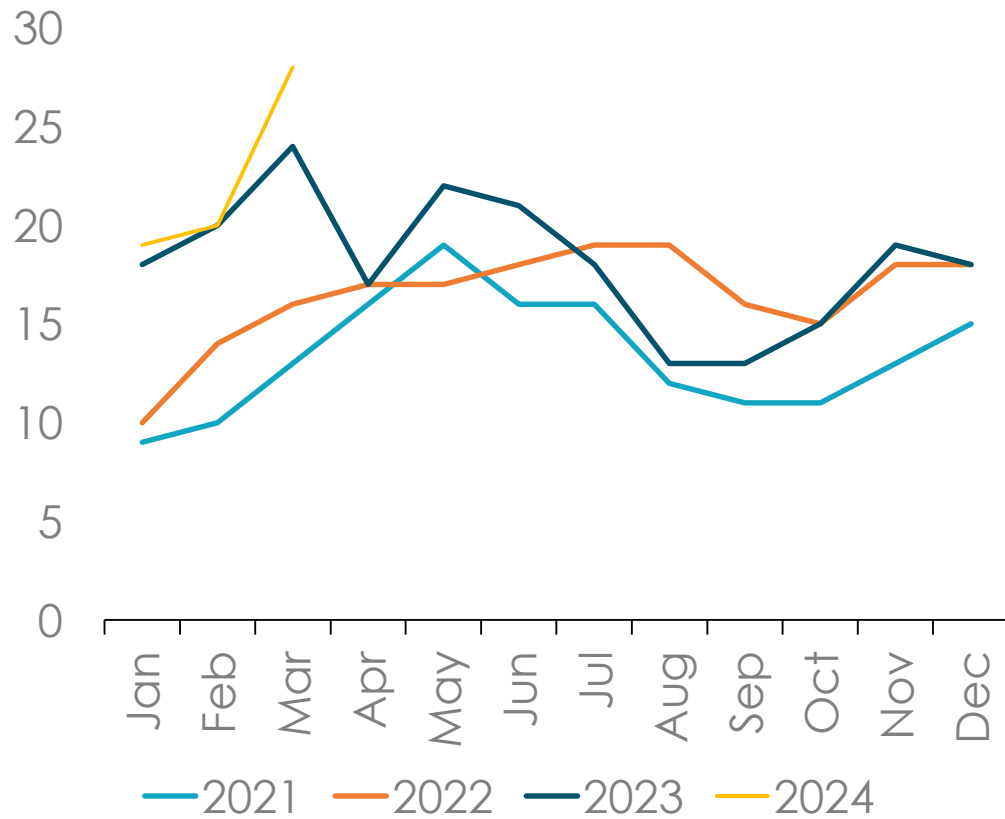
SUPPORTING CHARTS AND DATA



ONBOARD STATS

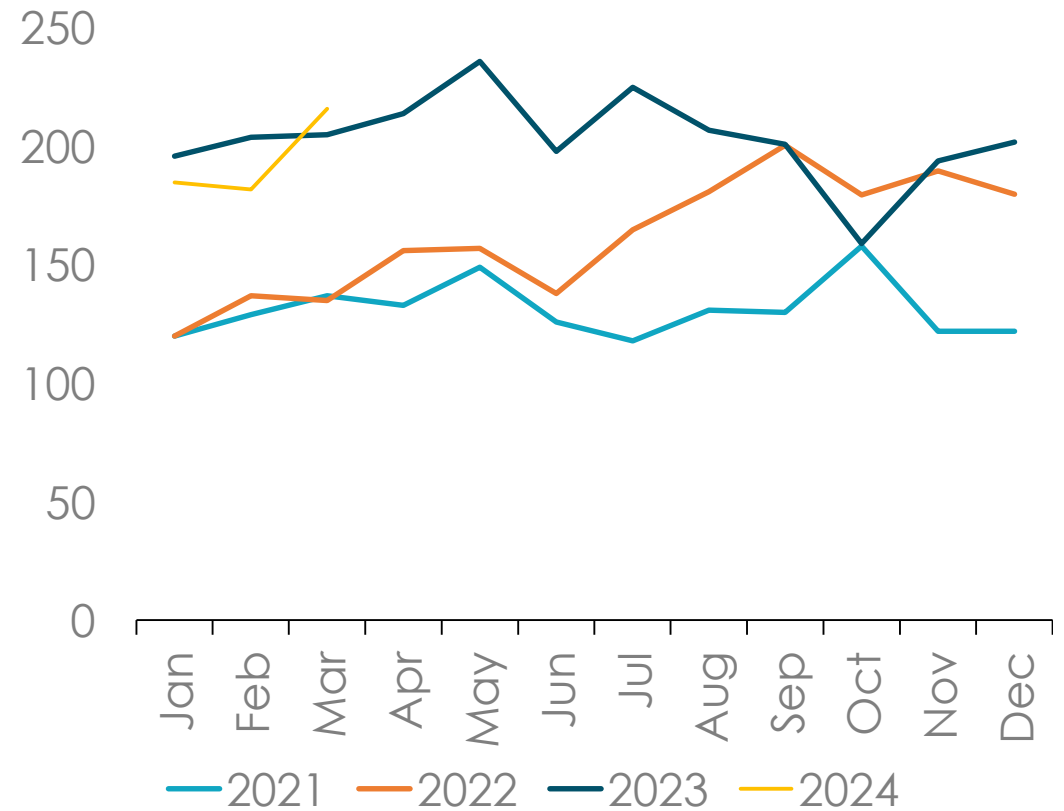
ADA

March '24 Average: 28



BICYCLE

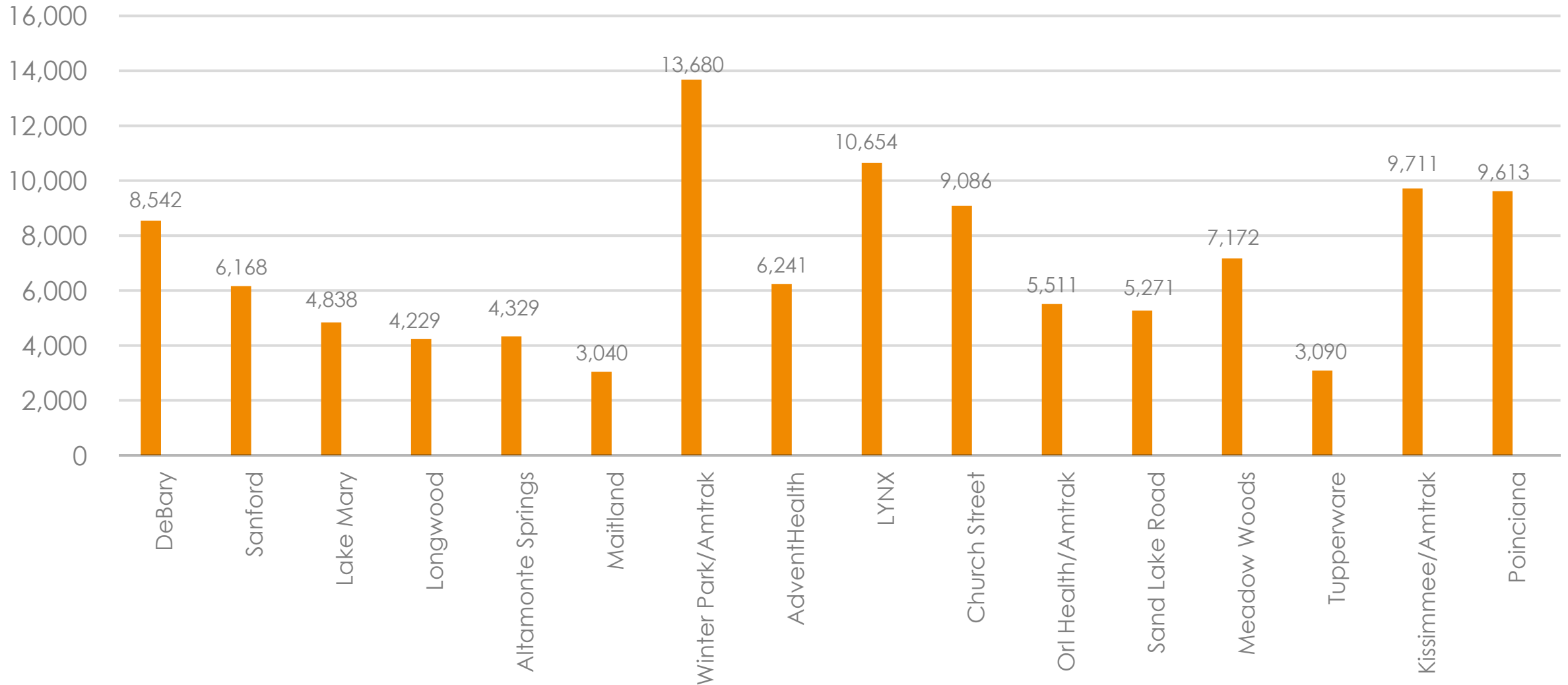
March '24 Average: 216





BOARDING BY STATION

RIDERSHIP MARCH 2024

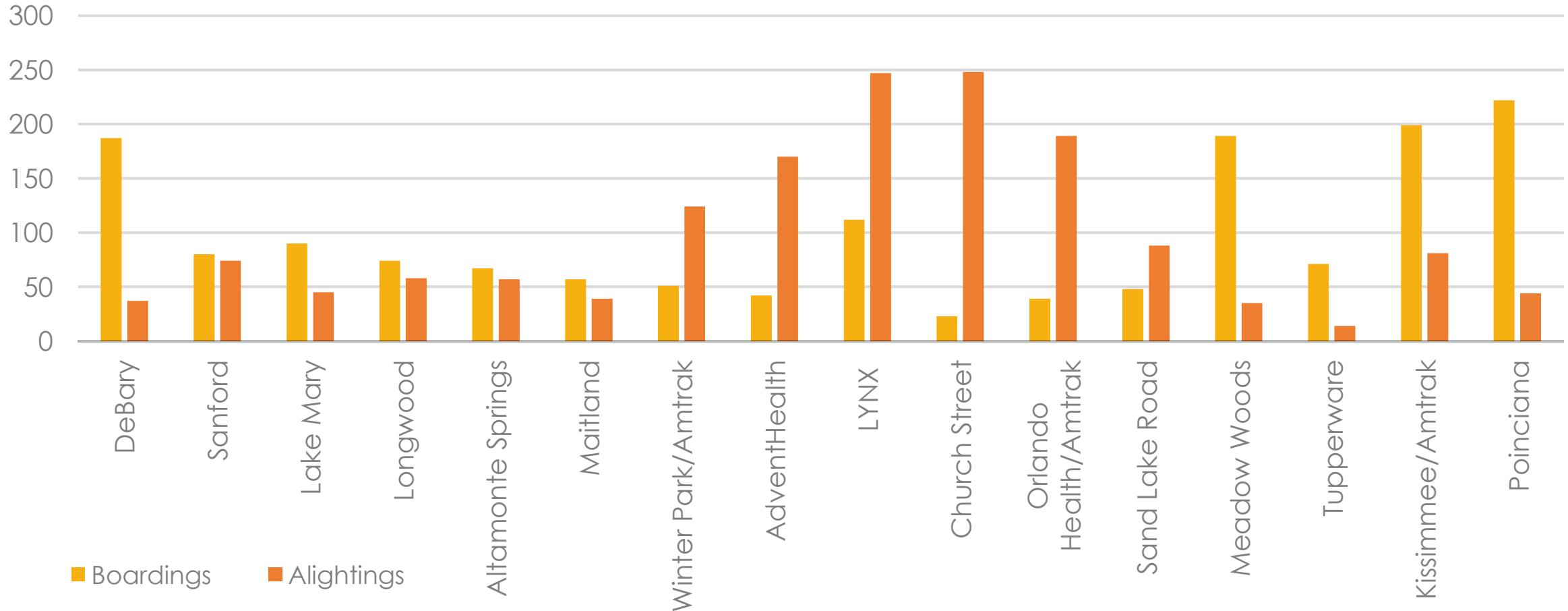




BOARDING & ALIGHTINGS

MARCH 2024

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

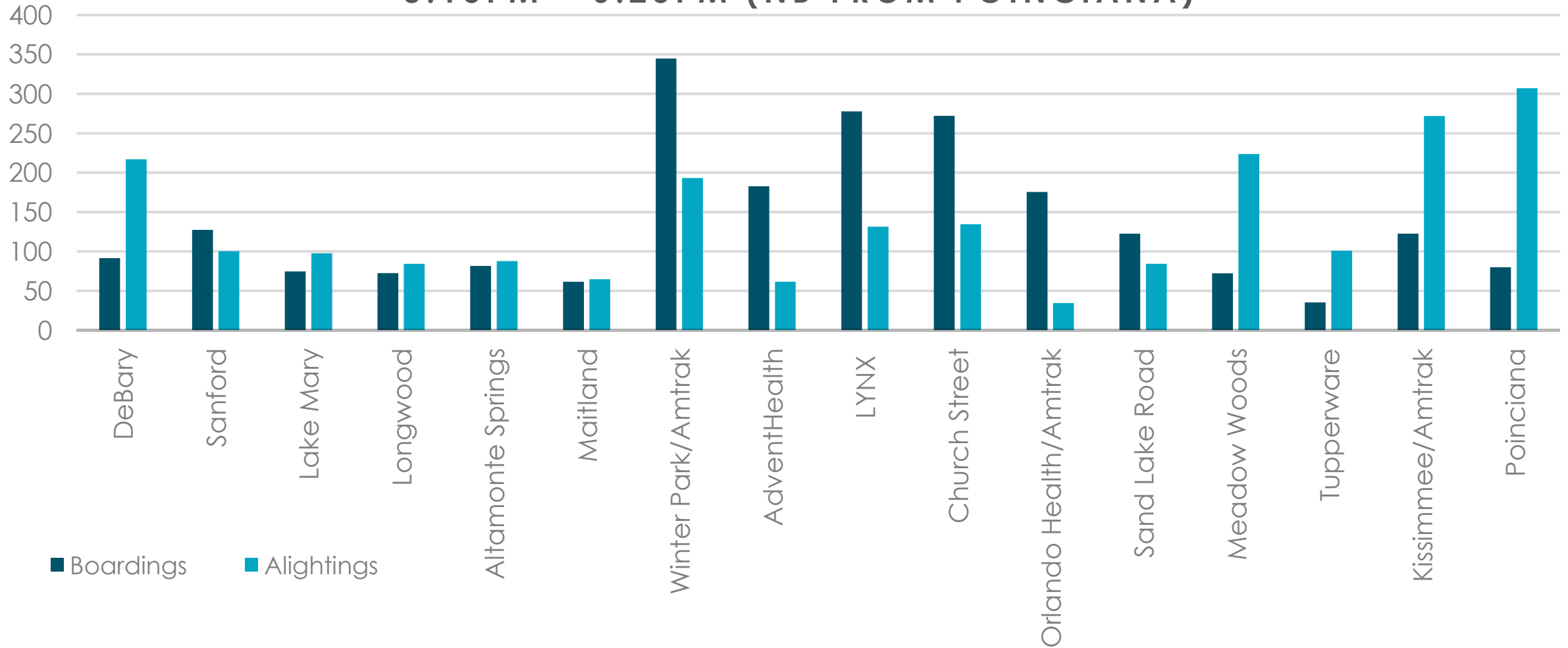




BOARDING & ALIGHTINGS

MARCH 2024

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

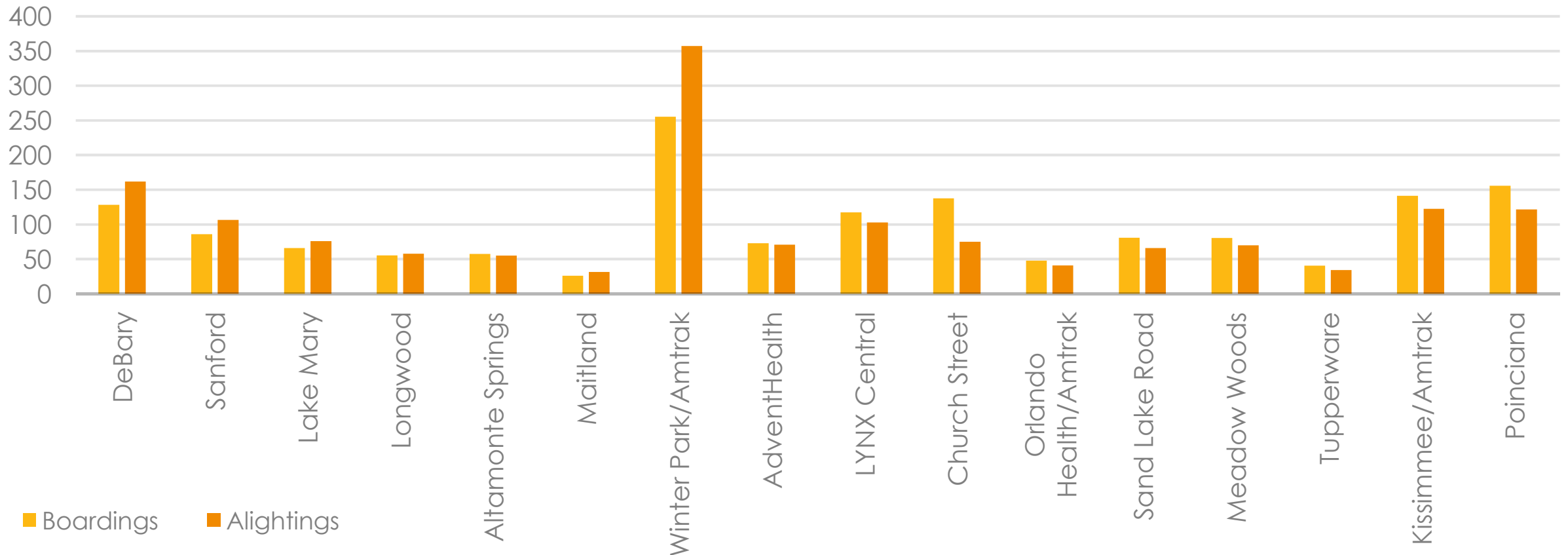




BOARDING & ALIGHTINGS

MARCH 2024

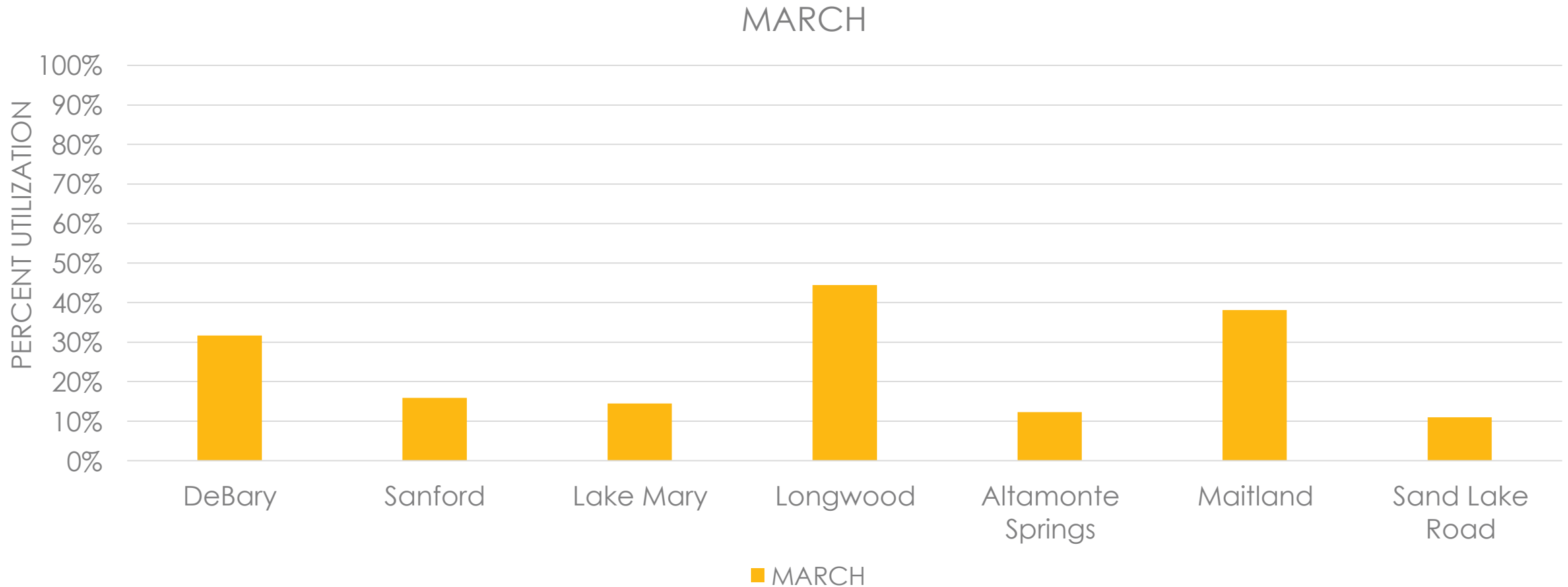
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





IOS STATION PARKING

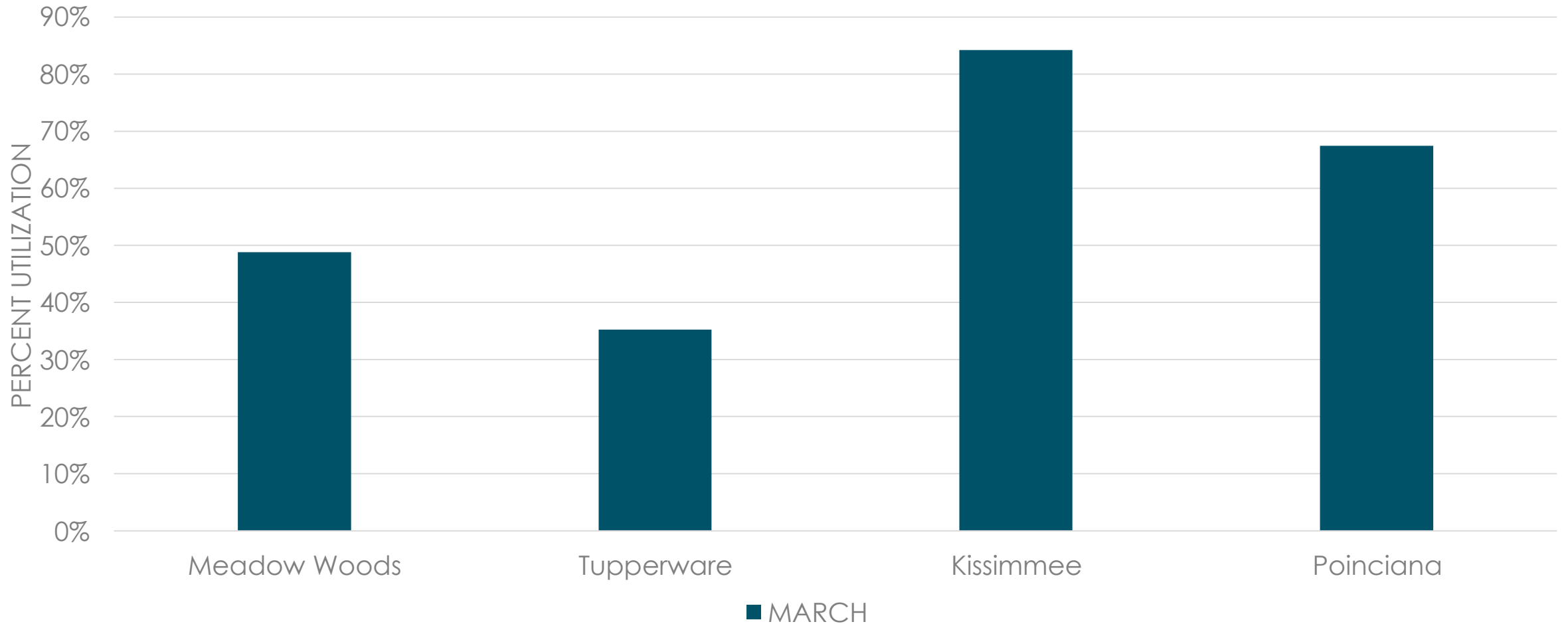
MARCH 2024





SOUTHERN EXPANSION STATION PARKING

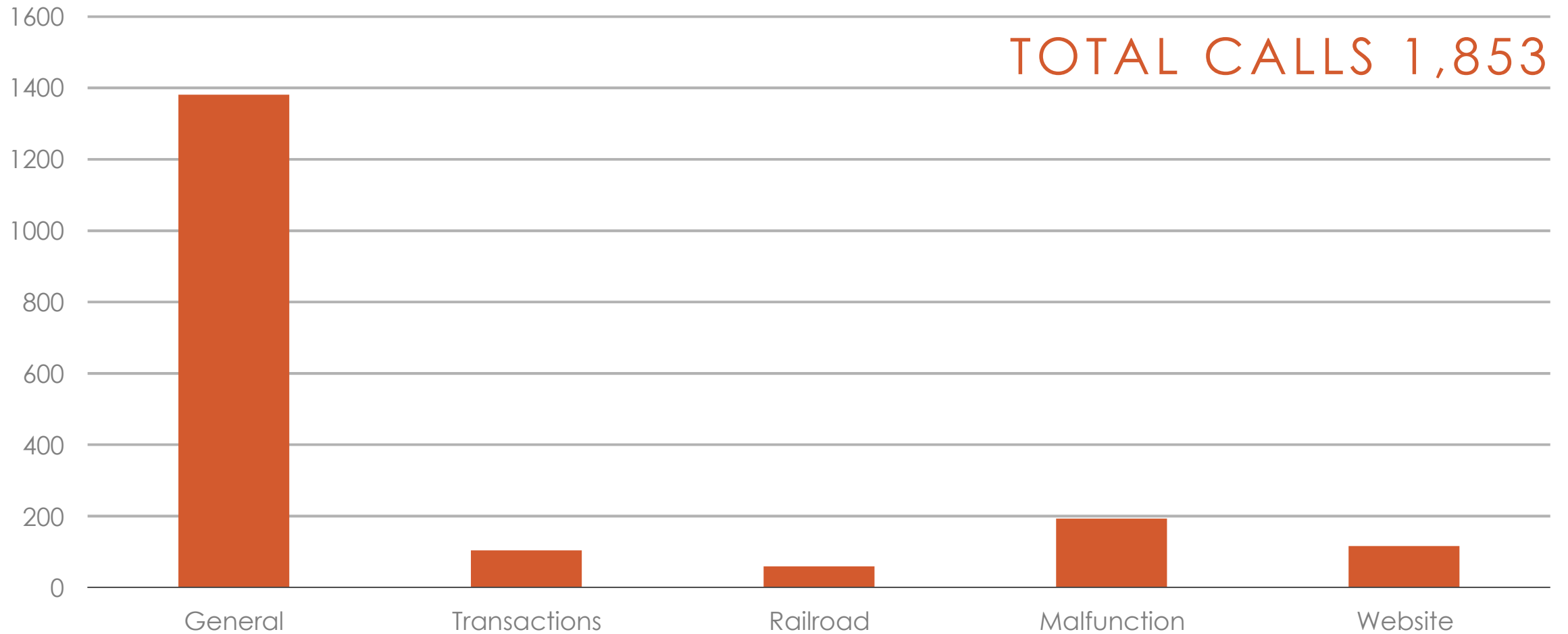
MARCH 2024





CUSTOMER SERVICE CALLS

MARCH 2024





TRAIN PERFORMANCE DETAIL

MARCH 2024

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	768	91.4%
Late	64	7.6%
Annulled	8	1.0%
Total Trains Operated	840	100.0%

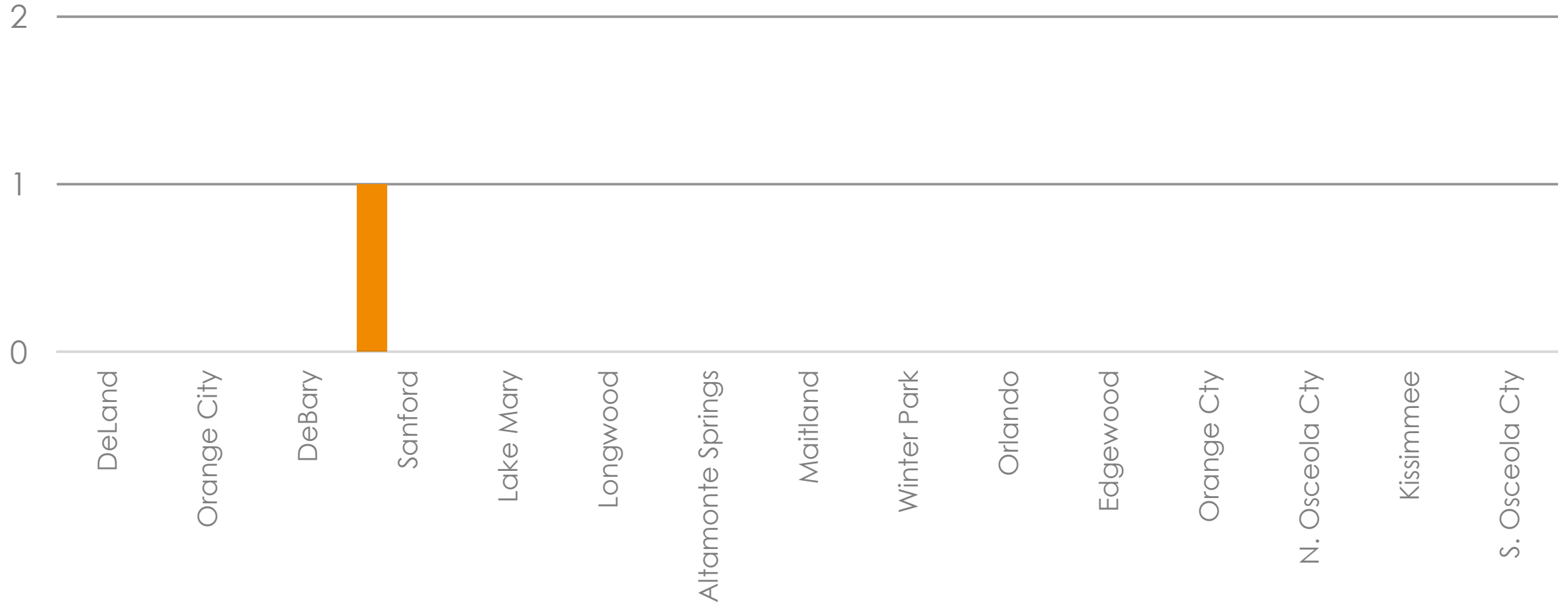
PERFORMANCE DETAIL	Days	Trains	Percentage
Maintenance of Way	3	9	1.1%
Mechanical	5	7	0.8%
Other	6	8	1.0%
Passengers	11	22	2.6%
Signals & Components	6	9	1.1%
Train Interference	2	3	0.4%
Trespasser/Grade Crossing/Near Misses	6	14	1.7%
Total (Rounded)		72	8.6%

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



REVENUE INCIDENTS BY CITY/COUNTY

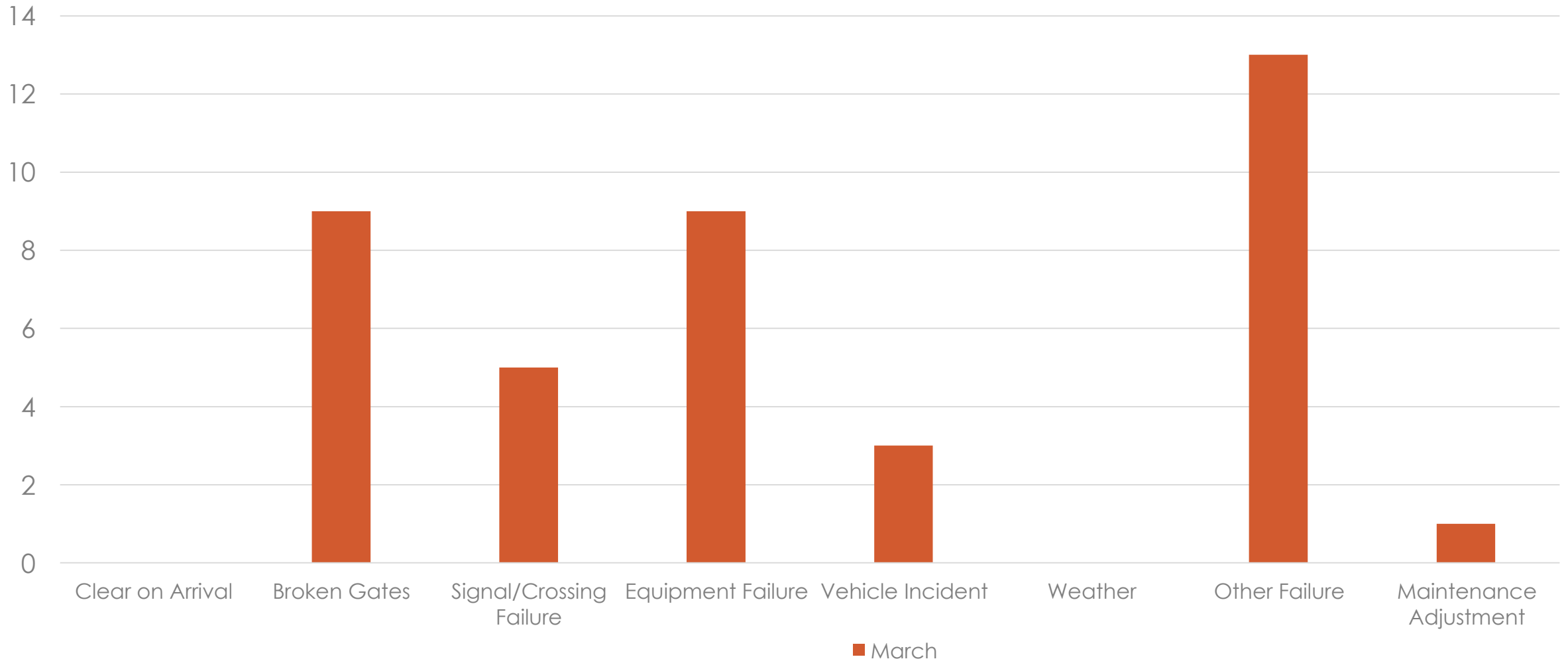
MARCH 2024





CFRC SIGNAL SYSTEM INCIDENTS

MARCH 2024





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 – Construction NTP 1-24
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

Local communities may apply for quiet zones and information is available on the “About” page at SunRail.com



FY 23/24 OPERATING BUDGET UPDATE



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 March 31st, 2024	
BUDGET	ACTUAL
\$ 8,433,900	\$ 8,153,402
\$ 12,075,000	\$ 12,066,311
\$ 1,025,444	\$ 716,051
\$ 2,250,000	\$ 2,393,776
\$ 450,075	-
\$ 2,625,000	\$ 2,794,227
\$ 225,000	\$ 20,080
\$ 75,000	\$ 50,435
\$ 2,250,000	\$ 2,009,283
\$ 3,840,582	\$ 3,840,582
\$ 1,950,000	\$ 1,475,283
\$ 3,000,000	\$ 239,092
\$ 108,750	\$ 74,953
\$ 990,000	\$ 893,333
\$ 7,500,000	\$ 7,958,504
\$ 46,798,751	\$ 42,685,309

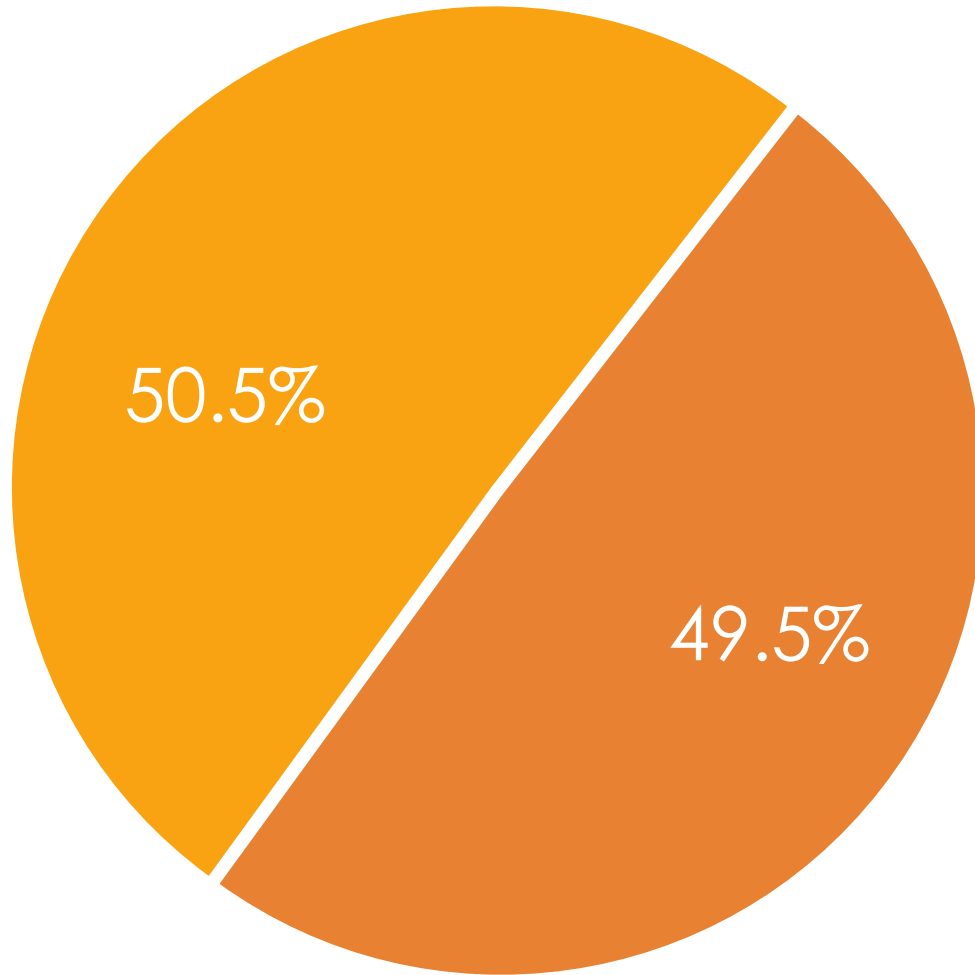
\$ 1,000,000	\$ 1,689,393
\$ 4,400,000	\$ 3,276,662
\$ 8,133,333	\$ 6,122,757

\$ 60,332,084	\$ 53,774,121
----------------------	----------------------

FY 23/24 OPERATING
BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	FISCAL 23/24 YTD March 31st, 2024	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,205,000	\$ 1,653,750	\$ 1,593,371
CSX usage fees	\$ 3,525,648	\$ 2,644,236	\$ 2,639,625
Amtrak usage fees	\$ 988,769	\$ 741,577	\$ 805,440
FCEN usage fees	\$ 20,000	\$ 15,000	\$ 27,421
Right-of-way lease revenue	\$ 125,000	\$ 93,750	\$ 116,950
Ancillary revenue	\$ 298,553	\$ 223,915	\$ 333,232
<i>Subtotal - System revenue</i>	\$ 7,162,970	\$ 5,372,228	\$ 5,516,038
FTA §5307 - Urbanized Area Grant Funds	\$ 27,026,355	\$ 27,026,355	\$ 27,026,355
TOTAL OPERATING REVENUE	\$ 34,189,325	\$ 32,398,583	\$ 32,542,393



■ 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

