



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

MAY 23, 2024





Central Florida Commuter Rail Commission

Date: May 23, 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 April 25, 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**
 - Agency Update - SunRail Rail Administration Manager – David Cooke
 - Connectivity
 - LYNX Update – Bruce Detweiler
 - Votran Update– Bobbie King



Central Florida Commuter Rail Commission

VII. Informational Items

- Operations Phasing Agreement Update – John Booker
- SunRail Schedule Update – Charles M. Heffinger Jr., FDOT/CFRC Chief Operating Officer

VIII. Action Items

Title VI Plan and Service & Fare Equity Analysis Resolution No. 2024-01

IX. Board Member Comments

X. Other Business

- Next Meeting – June 27, 2024

XI. 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

April 25, 2024
2:00 p.m.
LYNX Admin. Building
455 North Garland Ave.
Orlando, FL 32801

Attendees:

Chair, Volusia County Council Chair Jeff Brower
Vice Chair, Seminole County Commissioner Amy
Lockhart
Secretary, Orlando Mayor Buddy Dyer

Board Member, Orange County Mayor Jerry Demings
Board Member, Osceola County Commissioner
Viviana Janer

Minutes

Meeting was called to order by Chair Brower at 2:00 PM	
Pledge of Allegiance and Confirmation of Quorum	
Announcements/Recognition No announcements.	Presenter: Chair Brower
Approvals: Adoption of the meeting minutes from March 28, 2024, passed unanimously.	Presenter: Chair Brower
Public Comments: Speaker – Joanne Counnelis of Lake Mary. Advocated for 24-hour bus and train service including nights, weekends, and holidays. She is for mass transit and feels a bus stop is needed on S. Country Club Rd too. Also need bus stops at Oviedo Blvd. and Lake Mary Prep School including weekends and holidays. Appreciates having bus service so she isn't stranded.	Presenter: Chair Brower
Agenda Item: Reports – Customer Advisory Committee	Presenter: Luis Nieves-Ruiz
<ul style="list-style-type: none">• The CAC last met on April 4th, and again did not reach a quorum, and therefore unable to approve the minutes.• Mr. Ruiz will be contacting board members individually to encourage more attendance.• Chair Brower asked if meetings can be held virtually to accommodate more folks?• Secretary Tyler answered that he would investigate further to see if meetings can be held virtually as well.	

Agenda Item: Reports – Technical Advisory Committee**Presenter:** Tawny Olore

- The TAC last met on April 10th and quorum was met.
- There was only one action item, to approve the January 10th minutes which passed unanimously.
- The TAC received an agency update which looked good to promote ridership.
- They also received an update on the northern expansion, no timeframe yet for the grand opening.
- There was an on-time performance update, a summary of the budget, and a Title VI update which is required by FTA every three years or when there is a major service change such as the northern expansion.
- Lynx and Votran gave their respective agency updates.
- Tawny gave an update on the transition and FDOT provided a Sunshine Corridor update.
- Election of officers took place where Tawny Olore will remain as chair and Crissy Martin will be the vice chair.

Agenda Item: Reports – Agency Update**Presenter:** 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 riders.
- Corporate 5K Partnership
 - SunRail and Track Shack have teamed up again to promote taking SunRail to the Simply IOA 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 NB Race Train, sponsored by Alstom, will help get people home after the event.
- New SunRail.com Website Launches
 - Faster and more user friendly.
- Ridership Trends – Buy Now!
 - Mobile ticketing app allows riders to purchase tickets in advance. Month over month seeing a continued increase in using the app.
 - Mobile ticketing adoption rate:
 - February – 4% of tickets sold.
 - March – 8% of tickets sold.
 - April to date – 16% of tickets sold.
- Northern Expansion video shown to provide a construction progress.
- Average Daily Ridership: March Average – 5,294
- On Time Performance: March Average Goal - 95%; Actual – 91.57%; Contract - 99%
 - 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 mile corridor) and one new station (Deland)
 - Includes a Service and Fare Equity Analysis to determine if changes have 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 structure

- SunRail Phase 2 North Expansion
 - A graph is shown comparing the population of the area with the minority/low-income residents.
- SunRail Title VI Update
 - Service and Fare 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 included 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 the SunRail.com website.

Agenda Item: Reports – Lynx Connectivity

Presenter: Bruce Detweiler

- Lynx Connectivity
 - March update, saw a 9% increase when compared to March last year. Overall, seeing 9% increase for year to date.
- Feeder Bus Route Analysis (Phase II South Routes)
 - For March, Total ridership changes, a 4% increase for fixed route and a 7% decrease for Neighbor Link when compared to the previous year.
- Ridership from Sand Lake to the airport for March shows a 153% increase when compared to last year. This is a new metric we will be presenting.

Agenda Item: Reports – Votran Connectivity

Presenter: Bobbie King

- Back to the average daily ridership of 30 this is a normal basis.
- No report to show, but VoRide MOD service in Deltona/Debary/Orange City area started April 8th, one of the top drop-off locations is at the SunRail DeBary Station. More stats to come at the next meeting.
- Ms. King opened the floor for comments.
- Commissioner Lockhart - expressed how she was so impressed by the last presentation made; it was her first opportunity to hear about the new service being offered. She offered congrats to Volusia County and asked her team to look at something similar to help get to SunRail stations. She said there may be staff that reaches out from Seminole County.
- Ms. King - responded that would be no problem, she would be happy to go over this information.
- Chair Brower - encouraged that, and stated he looks forward to seeing a report for the DeBary station and the DeLand station numbers once that service begins.

Agenda Item: Informational Items – TCAR Update

Presenter: Secretary Tyler/David Cooke

- FDOT Study Process
 - Planning – Project Development & Environment, Design, Right of way, Construction
 - We are in the TCAR phase right after Planning but before Project Development & Environment.
- TCAR Study Components
 - Purpose, need and background
 - Public & stakeholder engagement
 - Existing conditions
 - Future needs and conditions
 - Alternatives development
 - Evaluation of alternative

- Sunshine Corridor 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.
 - Promote economic development and increase local commerce.
 - Produce environmental benefits through the reduction of single-occupant vehicle travel.
 - Provide a cost-effective regional transportation solution that reduces the need for roadway capacity or expansion projects.
 - Provide safe travel options for regional travel.
 - Enhance transportation equity by making regional transit options more viable.
- Public & Stakeholder Engagement
 - Public input and involvement
 - o Story map
 - o Open houses
 - o Comment forms
 - o Virtual meeting
 - o Public survey
 - o Working group
 - o Presentations
- Public and Stakeholder Engagement Summary (as of 12/22/23)
 - 330+ people engaged in the Sunshine Corridor project.
 - 122 public survey respondents
 - 40 comment forms received.
 - 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.
- **Chair Brower** - the 50% that use SunRail for entertainment, does the survey differentiate between people going to work at the venues and people going to see an event?
- **David Cooke** – stated he will have to check into that.
- Public Comments Summary
 - 123 comments received; CFL Roads 82 emails received; public meeting comment forms: 40 forms received
 - Approximately 80% of responses specifically supported the expansion of SunRail, adding weekends and extended 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
 - 1. Enhanced Local Bus
 - 2. Bus Rapid Transit (BRT)
 - 3. Commuter Rail (SunRail)
 - 4. Trackless Tram
- Preliminary Screening Results
 - A graph is shown identifying and comparing the alignment of each alternative mode of transportation with the project’s purpose and needs.
- Preliminary Screening Results/Recommended Alternative
 - Recommended alternative: Commuter Rail

- The 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
 - A map was shown outlining each operational concept scenario.
- Ridership Estimates
 - A chart was shown comparing the options with the cost/ridership and route serviced.
- 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)
 - A chart is shown comparing the commuter rail connection options, estimated capital costs, and annual O&M costs for each option.
 - A map was shown identifying each option.
- Value Engineering Suggestions
 - Station at the Orlando International Airport (MCO)
 - Rolling Stock – DMU versus Push Pull Equipment
 - Locations/lengths of using bridges or retaining 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
 - 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
- **Secretary Tyler** - This is a culmination of two years' worth of work. The Working Group was formed to explore the Sunshine Corridor. This is a required step for both state/federal process, and we are ready to move onto the next phase. The ridership is very strong (Opening Year), but feel it is very underestimated. Costs are also significant, but they are still preliminary and will continue to be refined as we move forward. We have been focused on community engagement. Transformational transportation projects do cost a lot of money but provide a lot of value to Central Florida. Other projects, such as I-4 Ultimate and Express, Wekiva Parkway, OIA Terminal C, Brightline Expansion. All the projects are transformational and come at a significant cost. Encourage you not to be daunted by the cost numbers. We need to consider having as many funding partners as possible – FTA, FRA, public and private partners. Learned that there is incredible public support through the TCAR Study process. Mayor Dyer had us present at the City of Orlando Council Meeting. Many elected officials are positive about the potential for Sunshine Corridor. The TCAR doesn't answer all the questions but does answer the questions about whether there is ridership demand and if there is public support, which we see as emphatically yes.

The next step is Project Development (PD) and entering into FTA's Project Development pipeline. The time is right to engage FTA and FRA. We have done the homework and have the details to engage on moving forward. A significant milestone is to be able to take this to FTA to move forward. FDOT was asked to take leadership on the path forward for Sunshine Corridor. Part of that is to engage directly with FTA and with the help of a coalition to flesh out the next

steps, however, the effort does have a cost – estimated at \$5 to \$6M dollars to move forward. FDOT is making \$2M available next fiscal year for that effort. However, that's not all that would be needed to fully fund the PD phase. We will need more, I would ask all the partners, including the five governments plus private partners (Brightline and Universal) to participate. Now is the time to decide if others should jump in to provide support to move forward. Later in the summer we will come back with a plan based on the feedback from FTA.

- **Commissioner Janer** – thanked FDOT for your leadership. I personally would like FDOT to continue in that role. Now would be a good time to update the Osceola County Commission on the Sunshine Corridor.
- **Secretary Tyler** – FDOT would be glad to do that.
- **Mayor Dyer** - The ridership numbers are awesome. Thank you for your leadership the last two years. This is the first time FDOT has spoken publicly about this leadership direction and the City of Orlando is 100% supportive. The ridership is there, the public wants it, FTA money is available. Another significant fact is that Brightline and other partners can help lay out a path. The costs are not insurmountable. For the first time, private partners for capital and operations and maintenance in the future. More excited about the possibilities for SunRail today than ever before. We needed to get to this point and couldn't do that until the transition piece was satisfied by all parties and now, we can look at the next steps. One question though, the ridership numbers shown here, is that for 2026? Do you have a plan to get operational by 2026?
- **Secretary Tyler** - FDOT used that year for the model.
- **Commissioner Lockhart** - Seminole County has expressed support not just in concept but in practicality. What that looks like in the future, we don't know, but are excited about the next steps. Not sure financially what the commitment would be. Seminole is not a bottomless pit of money, and the Sunshine Corridor is a transformational project. Our council would be supportive of this project, but will need to figure out where the money will come from. There are a lot of needs and that will be a challenge.
- **Mayor Demings** - Orange County's perspective is supportive. We suspended our efforts to advance the county infrastructure to the transportation sales tax on the ballot. Will look at adding it again in 2026, but realize to do something transformational will take billions of dollars. Without some form of dedicated funding source from the county, it becomes difficult for the public sector, and therefore cannot be done without the private sector. We do have significant commitments from the private sector partners. As Secretary Tyler indicated, success is dependent on federal and state dollars as well. Our community wants as a region to lean on transportation. We estimate \$20B plus to address all the issues. Without some kind of dedicated funding source, it is not within the county's fiscal ability to contribute alone. In talking with the residents, they too believe the region has a transportation problem. Residents are supportive of the sales tax increase but are a bit leery and have a perception that government doesn't always spend the tax dollars efficiently. I don't want the county to end in failure without having community-wide buy in and so suspended those efforts. Look forward to resurrecting this initiative after 2026 to be able to contribute to those efforts.
- **Chair Brower** - Volusia is also very happy to see FDOT continue in their leadership, but there is still a lot of work to do to judge public support. As an elected public servant, I would like to see our council get another update on this project at a well-advertised public meeting to advance these discussions. Generally, Mayor Demings comments are very true. It's a popular idea to take the train from Deland to the airport but when we talk about how we pay for it, that's when people start to ask questions. We know there is still a lot of work to do with all the partners as we continue to work together through the details to keep pushing forward.

- The Operations Phasing Agreement was a blueprint for the transfer of operations to the CFCRC.
 - Where is the risk? Presented in the Phasing Agreement, which was adopted in the last meeting.
 - The big thing is the financials being transferred from FDOT operations.
 - Legal aspects continue to be worked through
- Fiscal Highlights
 - Reporting requirements and auditing being investigated.
 - Credit card transaction processing being discussed with LYNX to better understand the details.
 - A lot to do to ensure the money needed is in hand by January 1, 2025
 - Setting up bank accounts, how many we need and how they interact with different vendors.
 - FTA 5307 funds and how to get those into the bank account.
- Meeting with Federal Partners – FTA/FRA
 - FRA – Primarily focused on operations and safety – mid May
 - FTA – Are there any FFGA implications that locals need to be aware of now as we determine the ultimate governing structure.
- Legal – Attorneys are putting final touches on scope to procure legal services for this body.
- Insurance – Discussing the Department’s role in transferring the system and so meeting with Gallagher to discuss the assignment process and what is expected of the CFCRC.
- Working very diligently to maintain a schedule and to keep on track with deadlines.

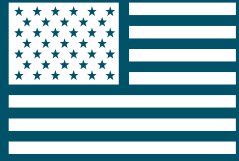
Agenda Item: Board Member Comments

- **Commissioner Lockhart** - whether it’s SunRail or Lynx, our local government agencies are funding the deficits of those agencies. We never expect public transit to pay for itself, never expect it to earn money but the larger those deficits grow, the more we must pay as a local funding partner. It is my board and my desire to look into a fare study for Lynx and ask for the CFCRC to look at that as well. Maybe look at things a little differently. We know people want expanded service, they want it to work a little differently, be able to take it to different events and may not be sponsored by different entities. There is a basic principle that if you increase the perceived value of something, it decreases the deficit. I would like us to consider what it would look like to increase ridership, and look at what that leads to as well. Maybe even looking at variable fares, you want to go downtown at night for an event? Maybe it’s not \$3.00, maybe it’s \$10.00. It would still be cheaper than an uber. I want to be able to have those conversations so it can increase the value to our citizens and stop a little bit of the bleeding to our local governments because it’s coming out of our general funds. The more we pay Lynx, the less we have to pay to operate SunRail. I would love for us to be able to have some good quality brainstorming and talk about the deficits.
- **Chair Brower** - I think the quiet part needs to be said out loud.
- **Secretary Tyler** - I appreciate Commissioner Lockhart’s comments and suggestions, we always need to be thinking of how we can bring value, which can bring a higher level of quality of life or reduce costs. One thing I would like to reinforce is we are on the cusp of changing our ticket vending system. It will do both those things. It will increase the convenience; our mobile ticketing app is a much easier way to ride SunRail. In addition to the cost and value, it is a better value in issuing tickets and collecting the fees. In regard to increasing the fares, it is the appropriate time because we have made the transition, the future is in this commission’s hands. With my counter parts, Ms. Hawkins over at Lynx, we will need to be, in my opinion, lock step in the study for increased fares. Ultimately, the decision of this commission on when to increase fares and how you’d like to do that. I will continue to work with Lynx to make sure we are in lockstep with them.

- **Mayor Dyer** - We are in a better place than we were when we started. For a while it costs more to collect the fares than what we made in revenues. So, I suggested that if that's the case, why don't we do away with fares and just have the ridership. We discovered that if we don't have fares initially, it's harder to add them back later. I think it's important to have the discussions.
- **Chair Brower** - there was a time when the tickets didn't even pay for themselves. So, this is really good news, we've needed this updated ticket system for a while. Can you share who the private sector, or potential private sector partners are for the Sunshine Corridor?
- **Secretary Tyler** - the two primary private partners that we are working with - Brightline, who is in the business of creating rail where it doesn't exist today or enhancing it where it does exist. Connecting Miami and Orlando, seeing great results with ridership. Looking to expand from Los Angeles to Las Vegas and they also have a desire to help see an intercity rail service between Orlando and downtown Tampa. That is one of the private partners. Another one is Universal Studios and Orlando's Right Rail service which represents Orlando's visitor attractions in and around Universal Studios, the Orange County Convention Center and I-Drive. They have been here before to express their support for a connection between Orlando airport with their attractions and hopefully we will be able to add to that as we move ahead. Going back to Mayor Deming's comment about leaders in the community. If this community wants to see the Sunshine Corridor become a reality it is going to take many partners.
- **Chair Brower** - I think it's been expressed well by Ms Lockhart and both the mayors that one of the biggest concerns is funding. I know from Volusia County; you said that Seminole is not endless money and Volusia certainly feels that way. The one thing to take away is there is value here, so we get to open up Deland. I would like to work with David and Mr. Heffinger on promoting that before it happens. We have a lot to offer in Deland and there is also a lot to offer on the rest of the line from people heading to other places. I will be contacting you, let's get a good promotion and open up with a bang for the entire line.
- **Secretary Tyler** - Absolutely Mr. Chair, we'd love to do that. We have some plans we've put together. But we'd love your input on how to make that better. We all need it to be successful. Part of the reason we've been making the construction videos is to make sure people are aware that a new station will be open, and a new transportation choice will be open this summer. So, thank you for your support and leadership.
- **Chair Brower** is working too because I am getting feedback from the public and even some converts from people that were dead set against it. I think you are both aware of that, there is still worry about the money, but they say it's here it's coming so let's make it the best it can be and get people on it to use it.
- **Commissioner Lockhart**, just a point to add, I rode SunRail here this morning and the train just left 6 minutes ago. Every 30 minutes would be great.

Next Meeting: May 23, 2024, at 2:00 PM, Lynx Central Station Admin. Building

Meeting Adjourned: 3:04 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 APRIL 25, 2024, MEETING MINUTES



PUBLIC COMMENTS



A. AGENCY UPDATE

David Cooke

B. CONNECTIVITY

LYNX Update – Bruce Detweiler

Votran Update – Bobbie King

REPORTS





AGENCY UPDATE

DAVID COOKE

HAPPY 10 YEARS SUNRAIL





MOBILE TICKETING

SunRail's new app is receiving great reviews as more riders switch to mobile ticketing.

- Over 6,000 downloads since launch on January 23
- Adoption rate at 23% of tickets sold
- In preparation for new ticketing system, riders will need to register current SunCard for balance to be transferred





NEW TICKET VENDING MACHINES

- Final Stages of Testing the Equipment
- Customer Outreach and Public Notice
- Preparing Riders for the transition to the new system
- Working with our Customer Service Reps and Ambassadors to ensure a successful transition to the new system





PARTNERSHIP SUCCESS

Hot temperatures did not deter SunRail riders from participating in the SimplyIOA Corporate 5k on Thursday, May 9, 2024.

- Ridership reached 5,630 for the day, which is a 13% increase from last year's event
- This marks the third year for the successful partnership
- Special thanks to Alstom for providing the additional 9:15 PM northbound *Race Train*





DELAND CONSTRUCTION UPDATE





DELAND OUTREACH PARTNERS

SunRail has begun its public outreach efforts with multiple community partners for the Lunch and Learn series to engage the business leaders.

- Three sessions scheduled for May
- Five partners participating with more than 200 attendees
- SunRail will share how to ride and the many opportunities and destinations as well as vital rail safety information





ON-TIME PERFORMANCE AVERAGE

APRIL 2024

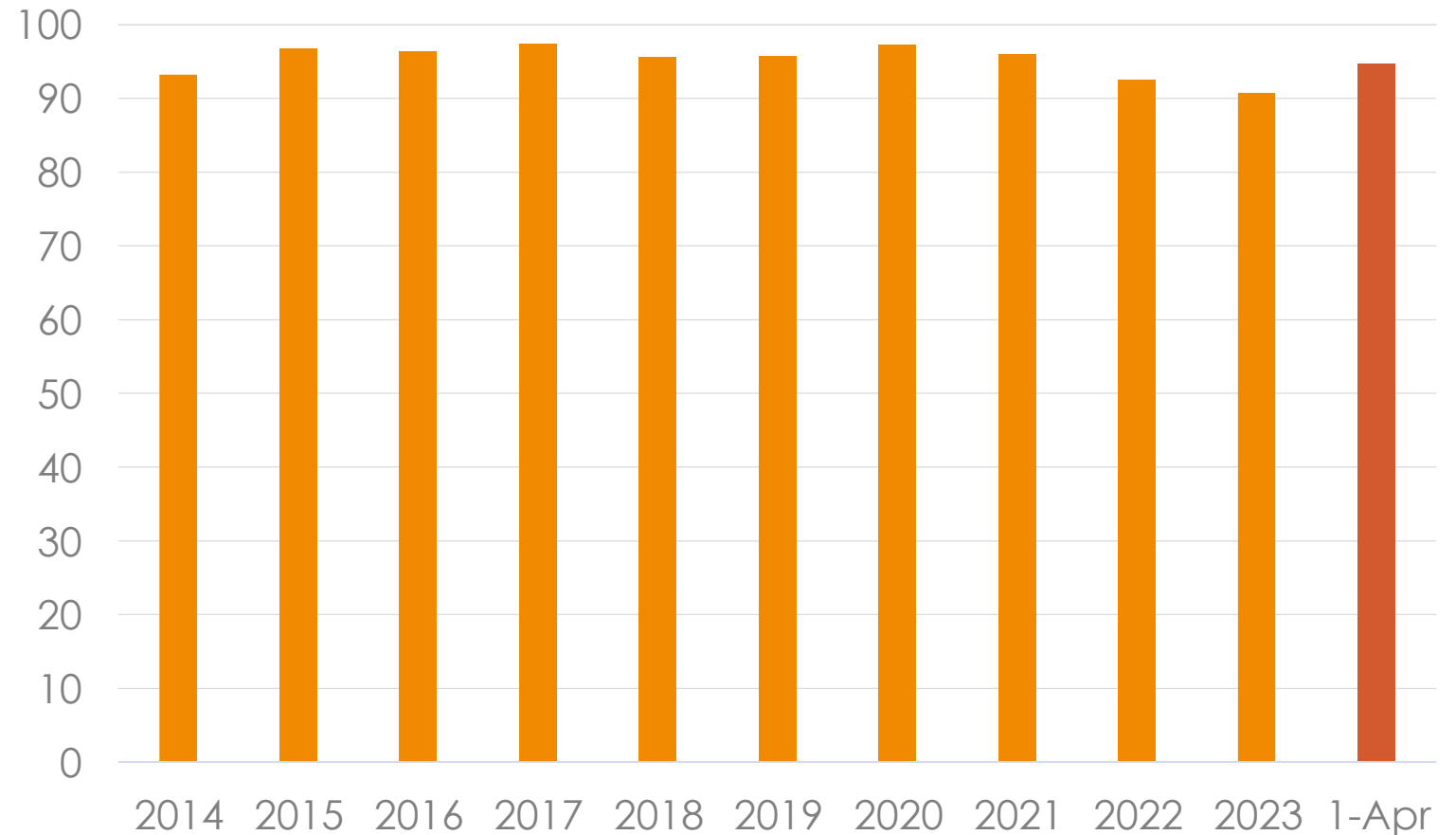
Goal = 95%

Actual = 94.66%

Contract = 98.18%

ABOVE AVERAGE

- On-Time 16 Days
- 22 Operating Days
- Ran 880 Trains





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	22						21
Sanford	302	301	272	302	303	304	300						298
Lake Mary	75	76	72	80	84	75	77						77
Longwood	77	69	59	73	80	76	69						72
Altamonte Springs	133	130	143	133	129	144	143						136
Maitland	16	17	22	18	15	18	15						17
Winter Park	379	379	370	359	397	379	380						378
AdventHealth	309	290	267	300	309	307	298						297
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	27	29	26	21	25	29	29						27
Sand Lake Road	284	311	338	319	381	388	373						342
Meadow Woods	119	106	92	107	121	102	113						109
Tupperware	14	14	12	14	13	19	17						15
Kissimmee Intermodal													
Poinciana	7	9	4	6	8	6	7						7
Total - All Stations	1,742	1,731	1,677	1,732	1,865	1,847	1,811						1,774
Percent change from FY 22 to FY 23	12%	16%	8%	6%	8%	9%	9%						10%





LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	April		Change	% Change
	FY23	FY24		
18	19,885	21,805	1,920	10%
418	4,972	5,364	392	8%
155	586	611	25	4%
306	2,222	2,563	341	15%
604*	301	434	133	44%
831*	847	814	(33)	-4%

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

LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	April		Change	% Change
	Feb-23	Feb-24		
11,42,111/311	48	90	42	88%





VOTRAN CONNECTIVITY

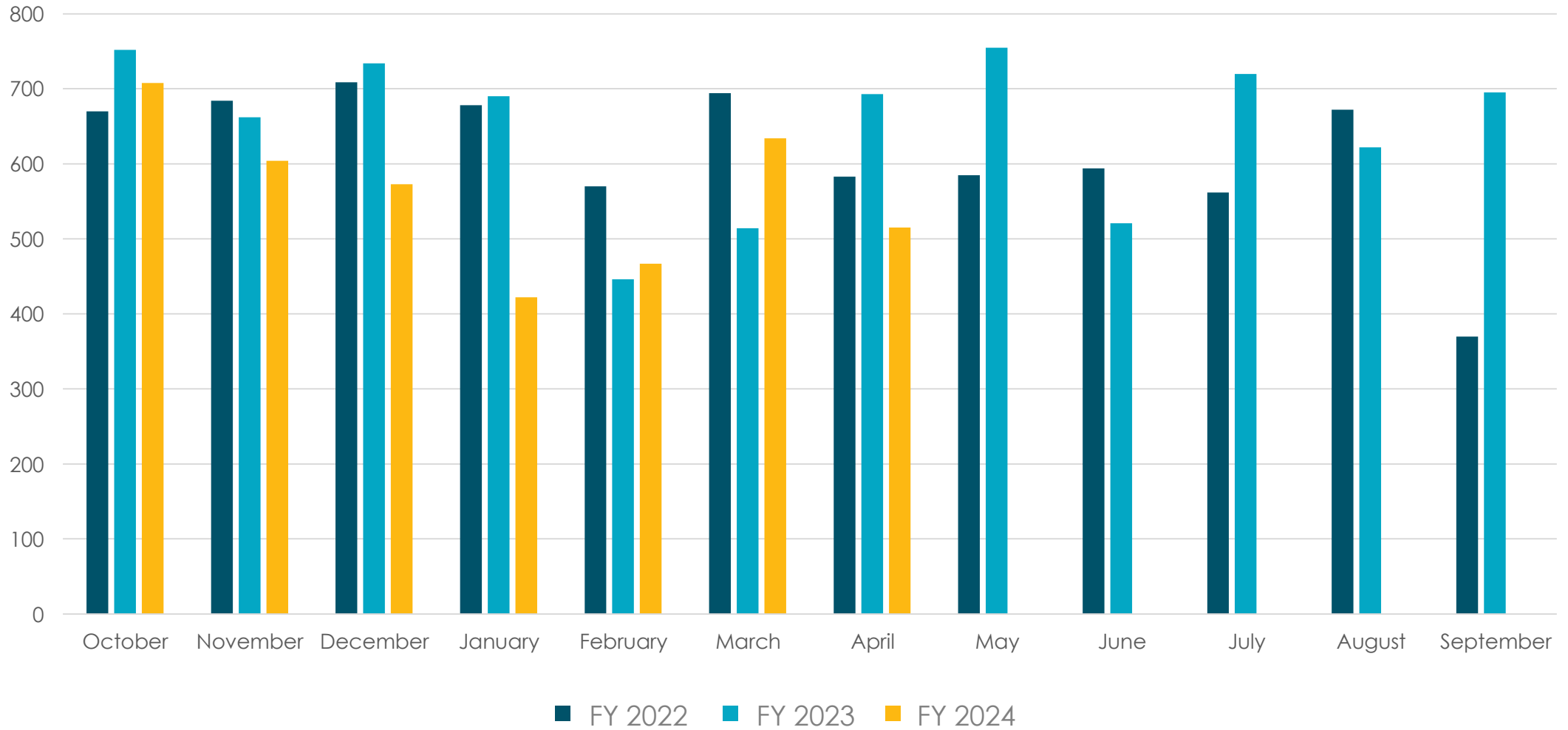
Activity at DeBary Station	Fiscal year 2022												Annual Daily Average
	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	
Days of Operation	21	21	23	21	20	23	21	21	22	20	23	20	256
Total Monthly Ridership	670	684	709	678	570	694	583	585	594	562	672	370	7,371
Avg 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	Apr-24						
Days of Operation	22	21	20	22	21	21	22						149
Total Monthly Ridership	708	604	573	422	467	634	515						3,923
Avg Daily Ridership	32	29	29	19	22	30	23						26



VOTRAN SUNRAIL CONNECTIVITY





A. OPERATIONS PHASING AGREEMENT UPDATE

John Booker

B. SUNRAIL SCHEDULE UPDATE

Charles M. Heffinger Jr.,
FDOT/CFRC Chief Operating Officer

INFORMATIONAL ITEMS





OPERATIONS PHASING AGREEMENT UPDATE

John Booker



TRAIN SCHEDULE ASSESSMENT FOR THE NORTHERN EXPANSION





SCHEDULE EVALUATION FOR DELAND EXPANSION

In anticipation of the new DeLand Station, the current SunRail schedule has been evaluated to best manage needs and costs.

Expansion Attributes

- Adding 12.2 miles of track from DeBary to DeLand
- Current number of trains stay the same
- System testing required with FRA oversight
- No changes to CFCRC Dispatch Control



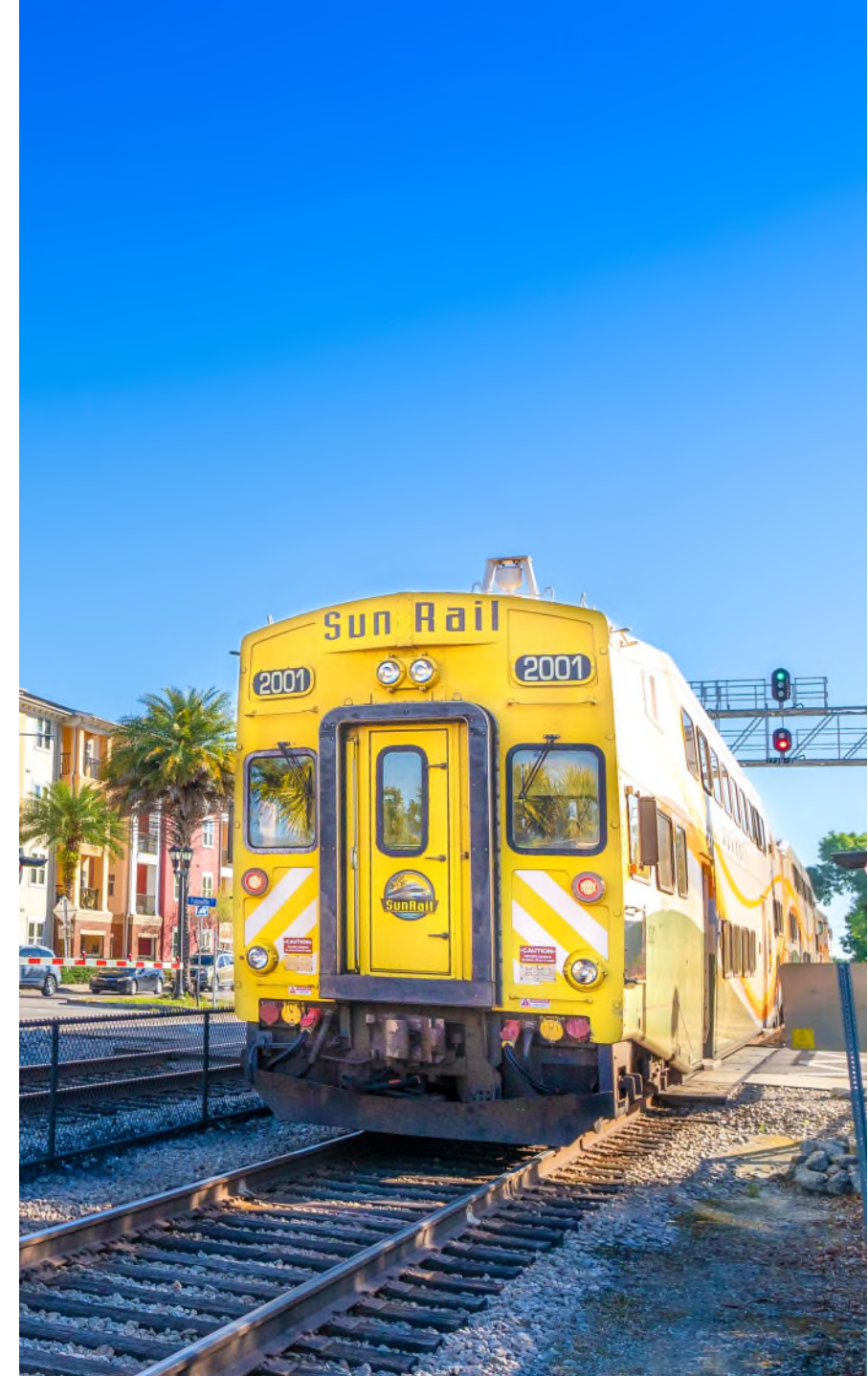


CONSIDERATIONS TO MINIMIZE CHANGE

Objective is to deliver the same exceptional service while expanding our system's range.

Expansion Goals

- Develop schedule models that align closely with current train times
- Ensure schedule meets current CFCRC requirements
- Work closely with connectivity partners to ensure a successful transition





SCHEDULE UPDATE AND NEXT STEPS

Next Steps

- CFCRC announcement - SunRail is able maintain the current schedule while expanding service to DeLand
- Non-passenger trains will run from DeBary to DeLand Station for system, equipment, and safety testing
- SunRail coordinates with FRA to review and approve the Northern System Expansion





QUESTIONS?





ACTION ITEMS

Title VI Plan and Service & Fare Equity Analysis Resolution No. 2024-01



SUNRAIL TITLE VI UPDATE 2024

- Service and Fare Equity Analysis showed no disparate impact on minority or low-income populations in the service area
- Compliant with Title VI regulations, the current fare structure is equitable and will not change due to the addition of the northern expansion
- Expanded service will provide minority and low-income populations with increased mobility options
- The draft Title VI Plan update was posted to SunRail.com and the subsequent 30-day public comment period concluded on May 8, 2024, with no public responses received
- With approval from the CFCRC, the document will be finalized and sent to the FTA with a signed resolution of support as is required every three years or with a major service or fare change



BOARD MEMBER COMMENTS



NEXT MEETING

JUNE 27, 2024, 2:00 PM

Lynx Central Station
Administration building



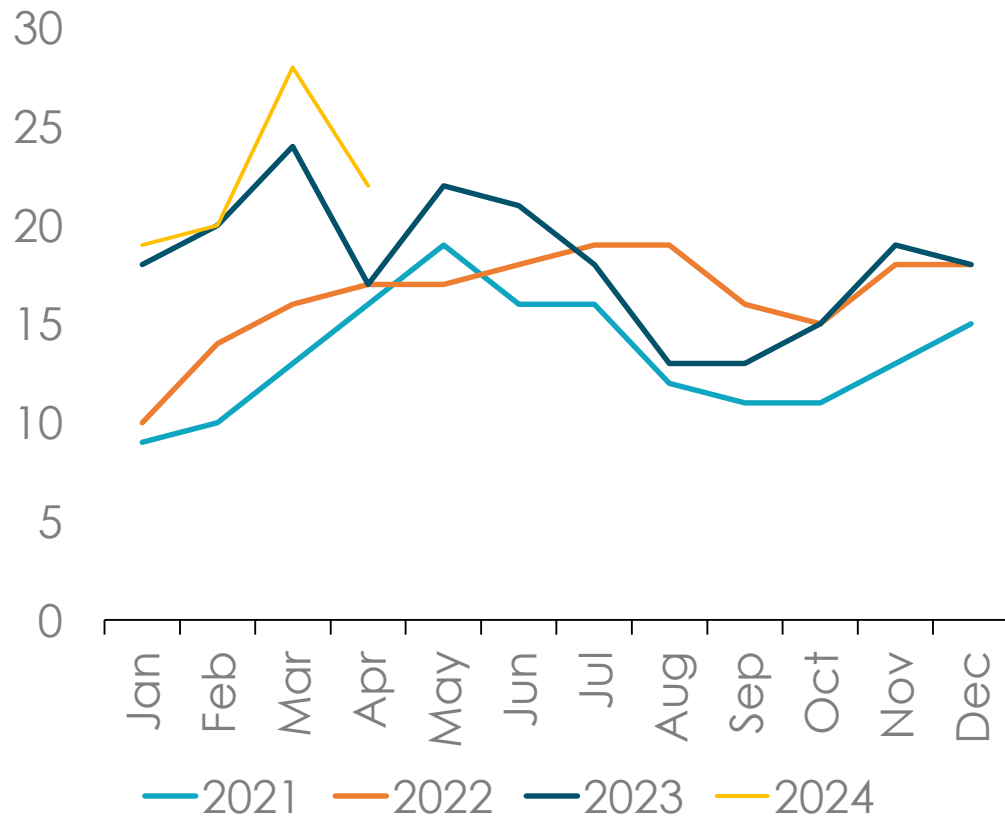
SUPPORTING CHARTS AND DATA



ONBOARD STATS

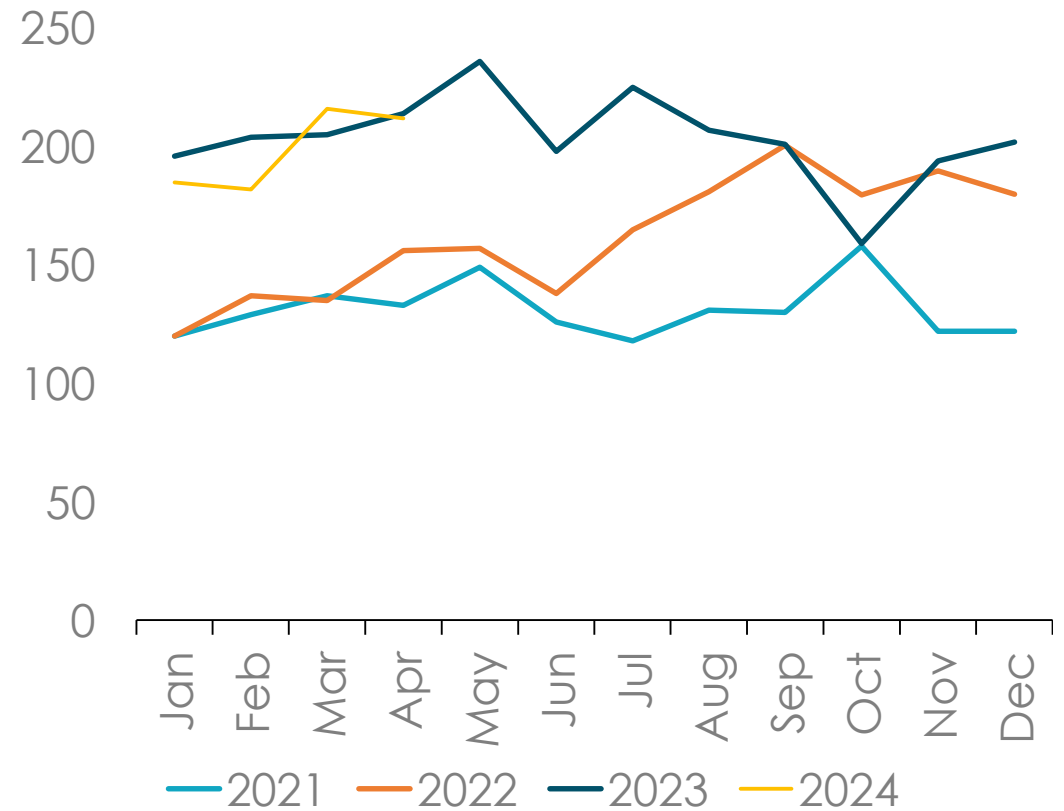
ADA

April '24 Average: 22



BICYCLE

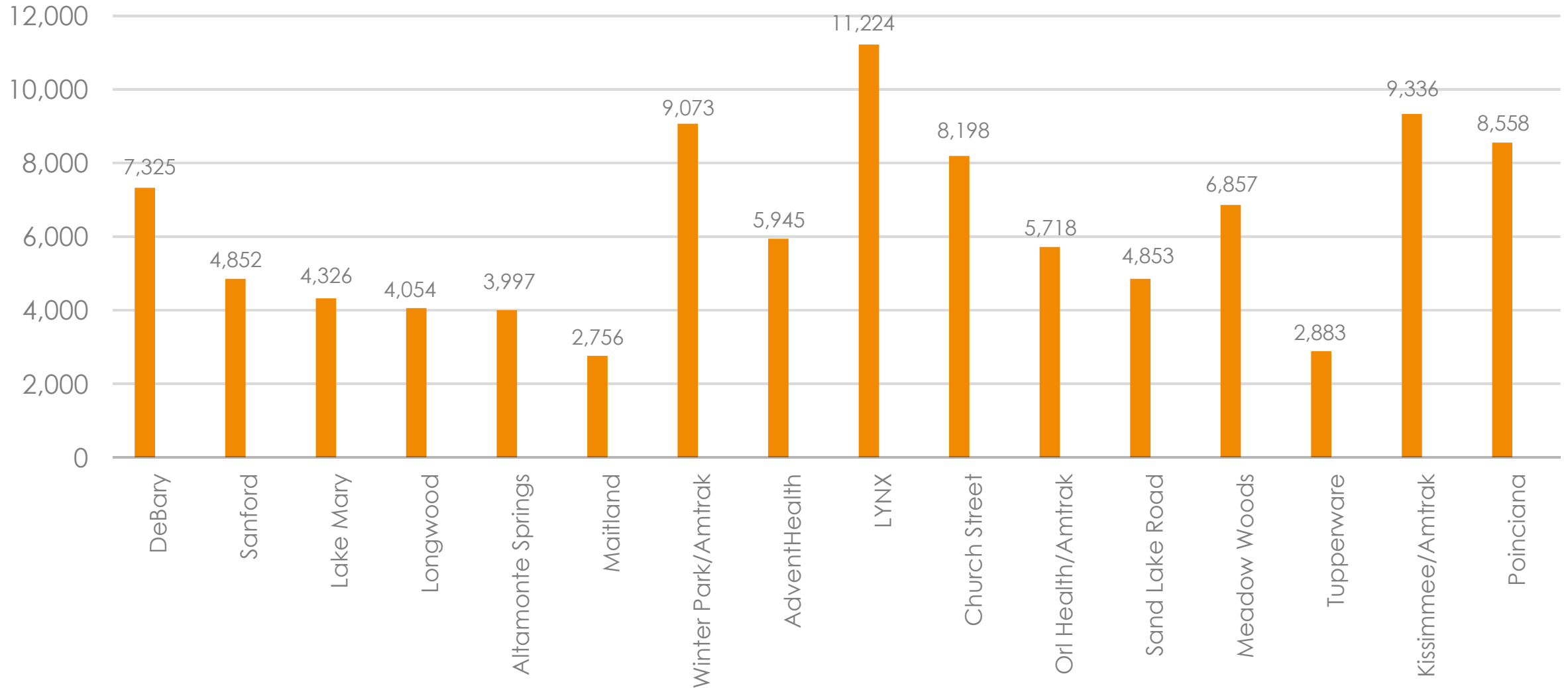
April '24 Average: 212





BOARDING BY STATION

RIDERSHIP APRIL 2024

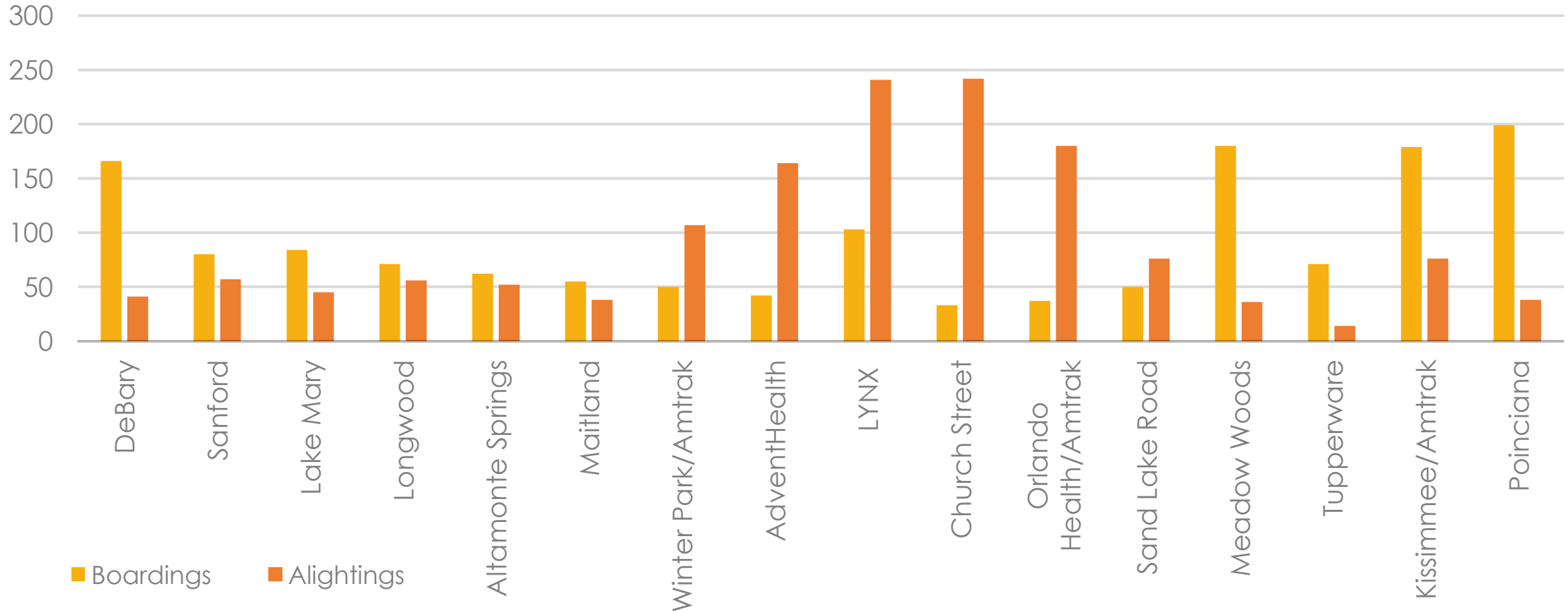




BOARDING & ALIGHTINGS

APRIL 2024

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

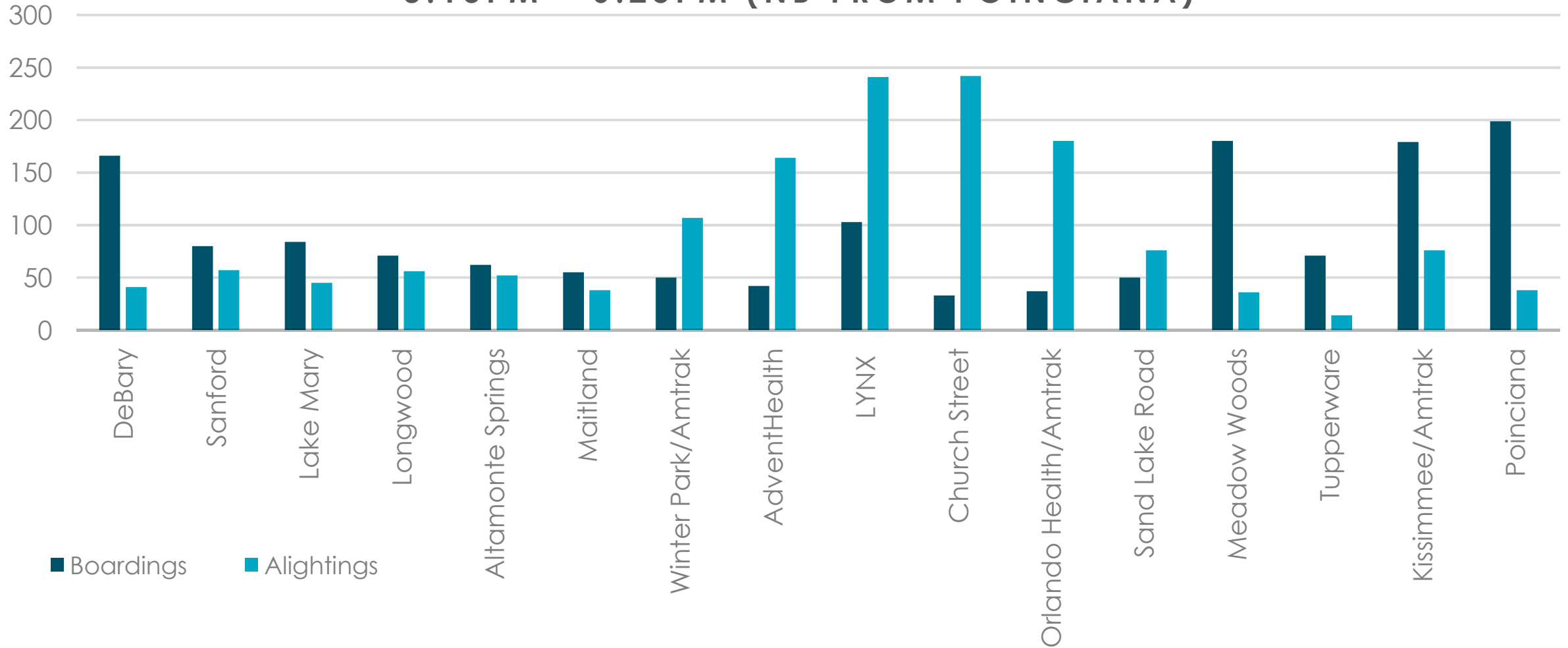




BOARDING & ALIGHTINGS

APRIL 2024

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

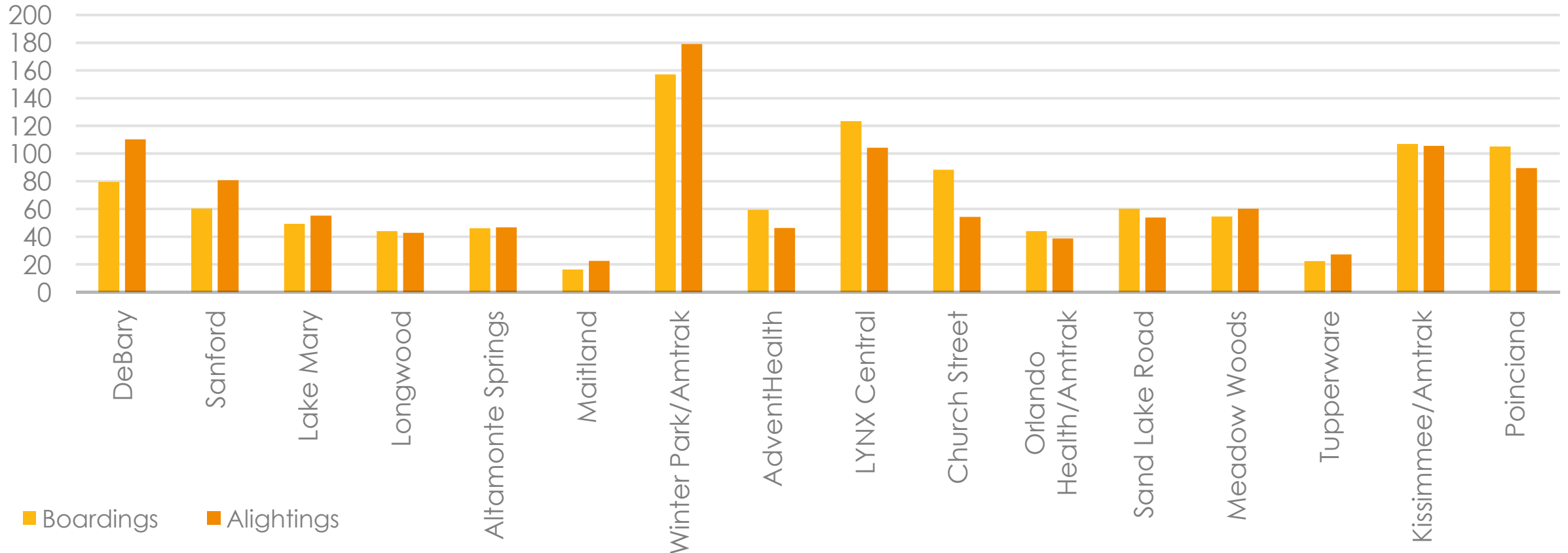




BOARDING & ALIGHTINGS

APRIL 2024

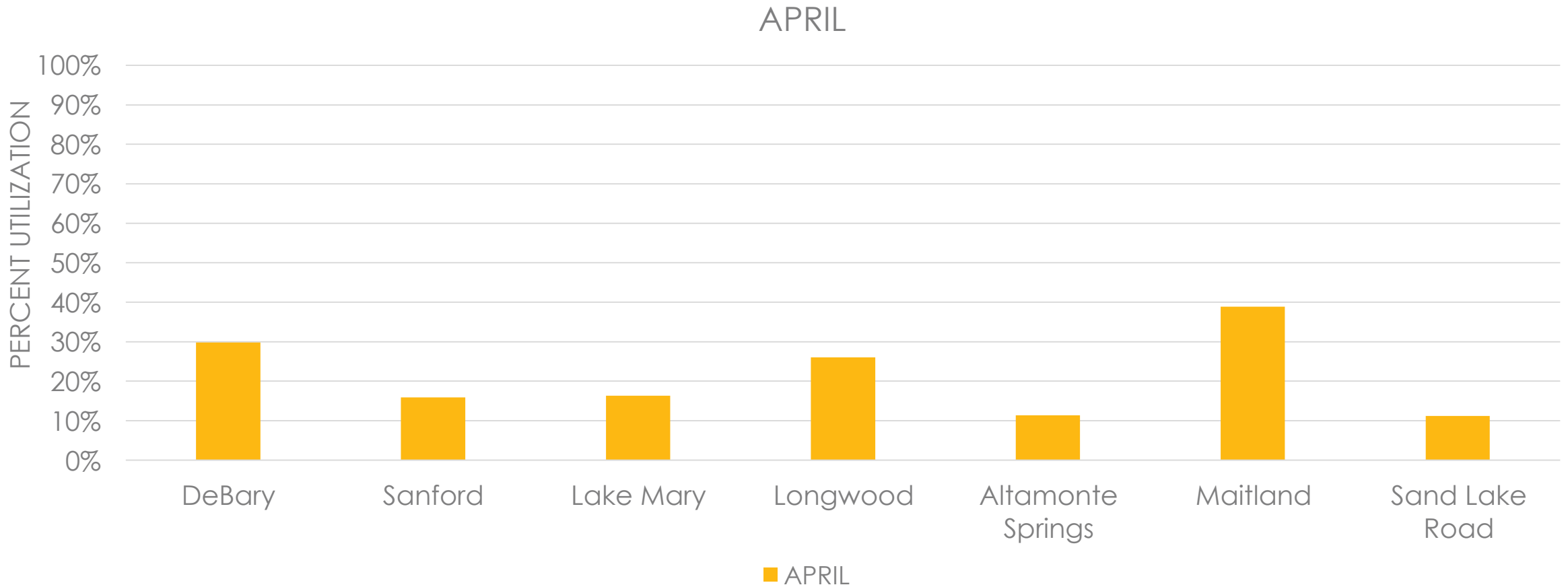
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





IOS STATION PARKING

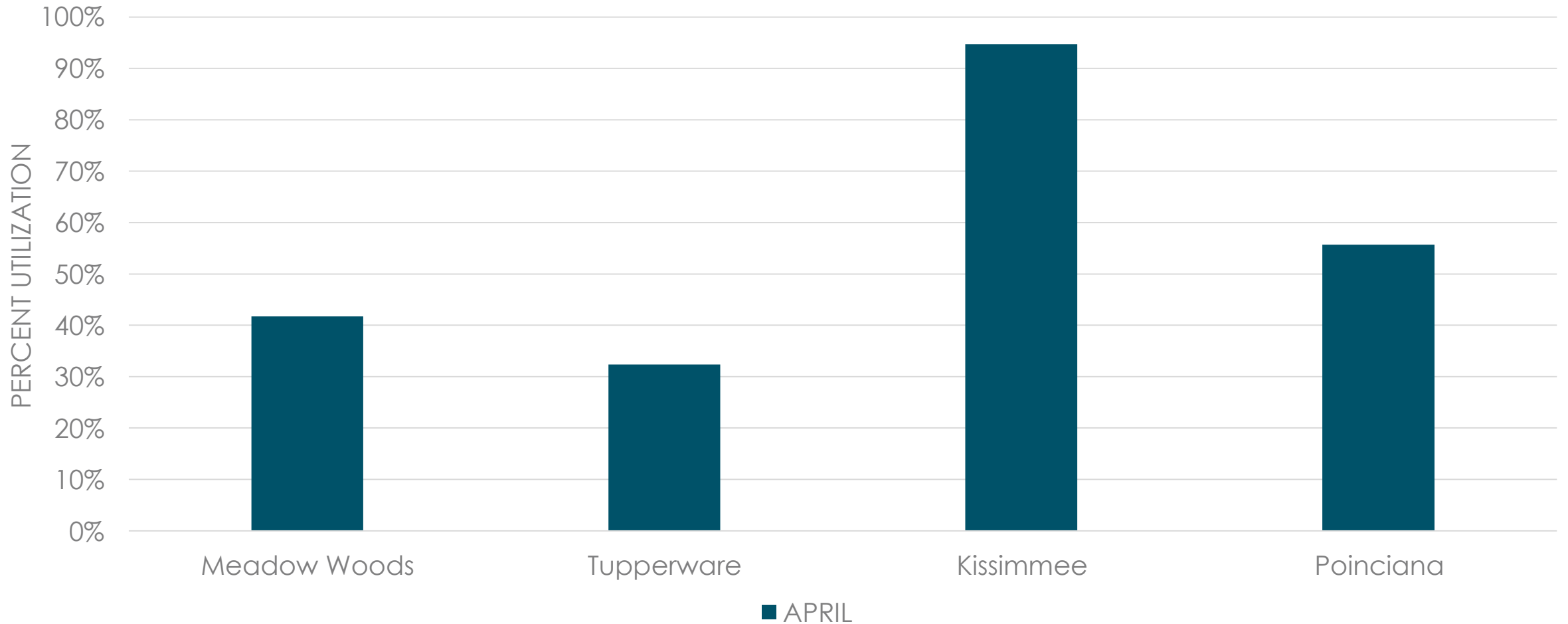
APRIL 2024





SOUTHERN EXPANSION STATION PARKING

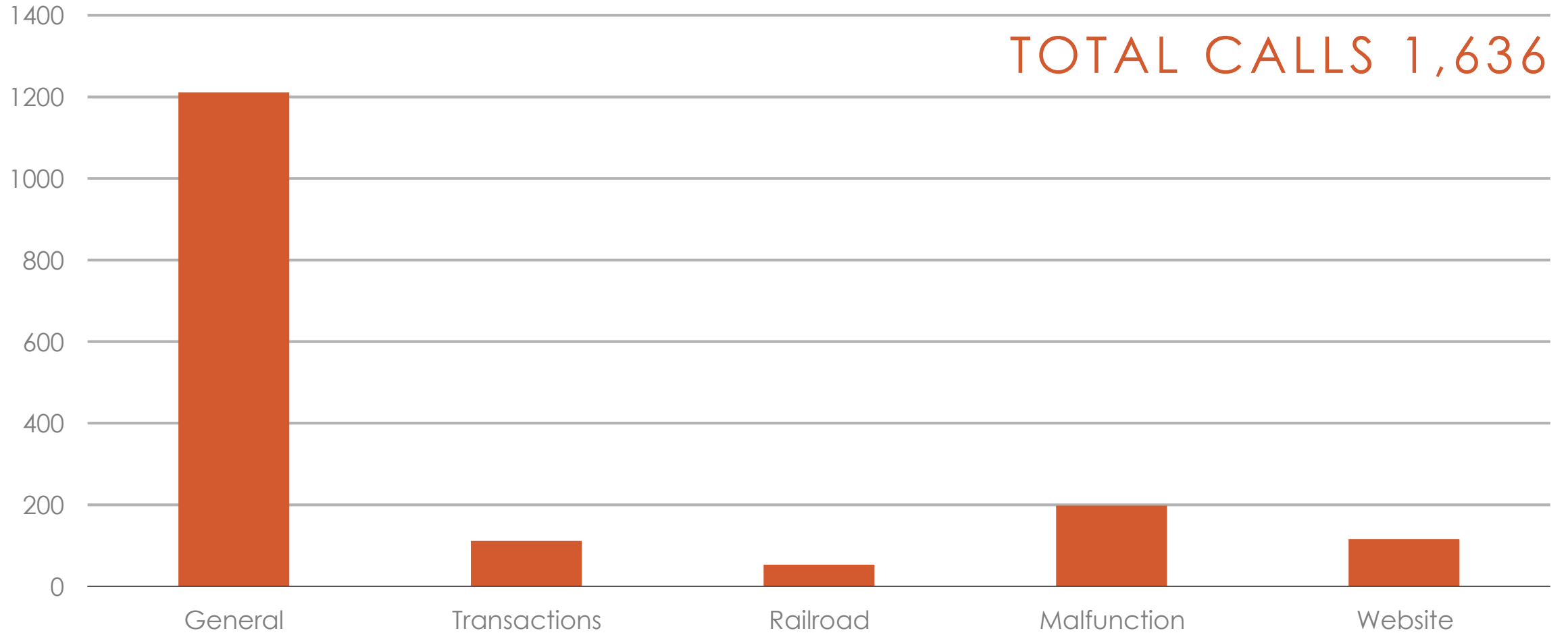
APRIL 2024





CUSTOMER SERVICE CALLS

APRIL 2024





TRAIN PERFORMANCE DETAIL

APRIL 2024

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	833	94.7%
Late	41	4.7%
Annulled	6	0.7%
Total Trains Operated	880	100.0%

PERFORMANCE DETAIL	Days	Trains	Percentage
Efficiency Testing	1	1	0.1%
Maintenance of Way	1	1	0.1%
Mechanical	5	15	1.7%
Other	3	3	0.3%
Passengers	4	4	0.5%
Signals & Components	7	18	2.0%
Trespasser/Grade Crossing/Near Misses	4	5	0.6%
Total (Rounded)		47	5.3%

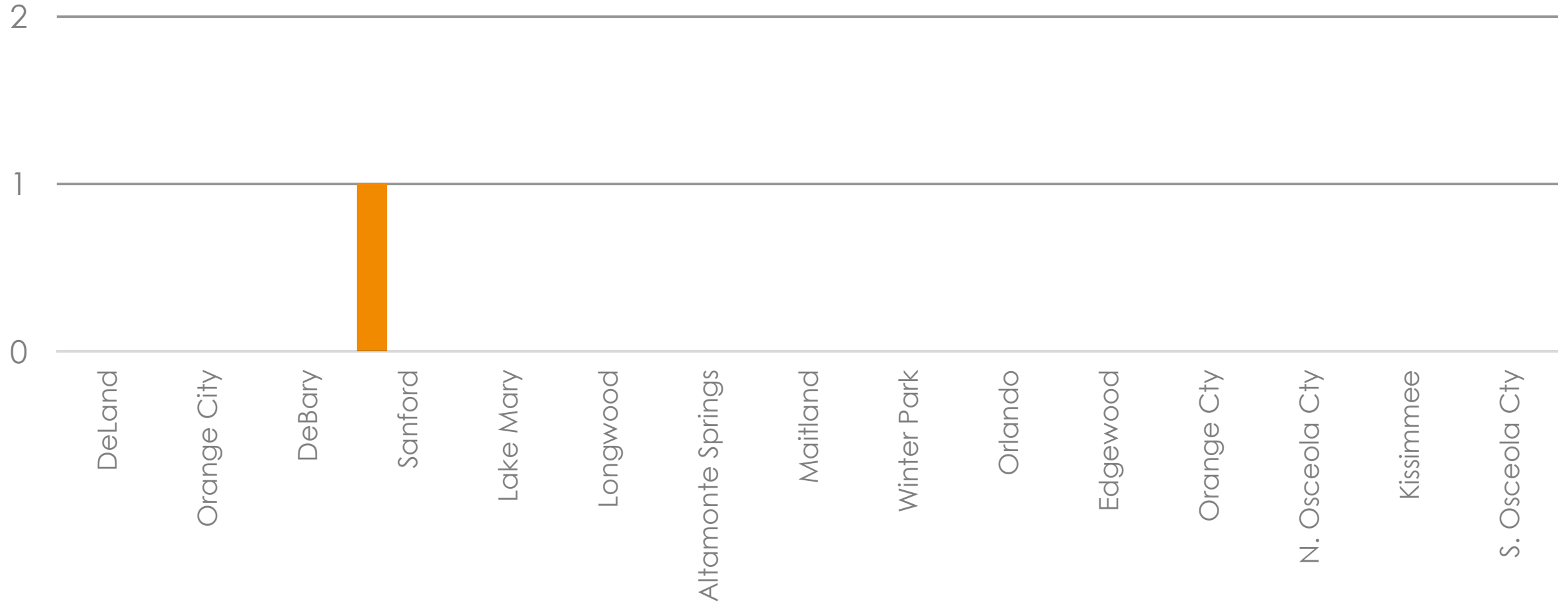
Note: Only categories with a value greater than zero are displayed and rounded to one decimal.





REVENUE INCIDENTS BY CITY/COUNTY

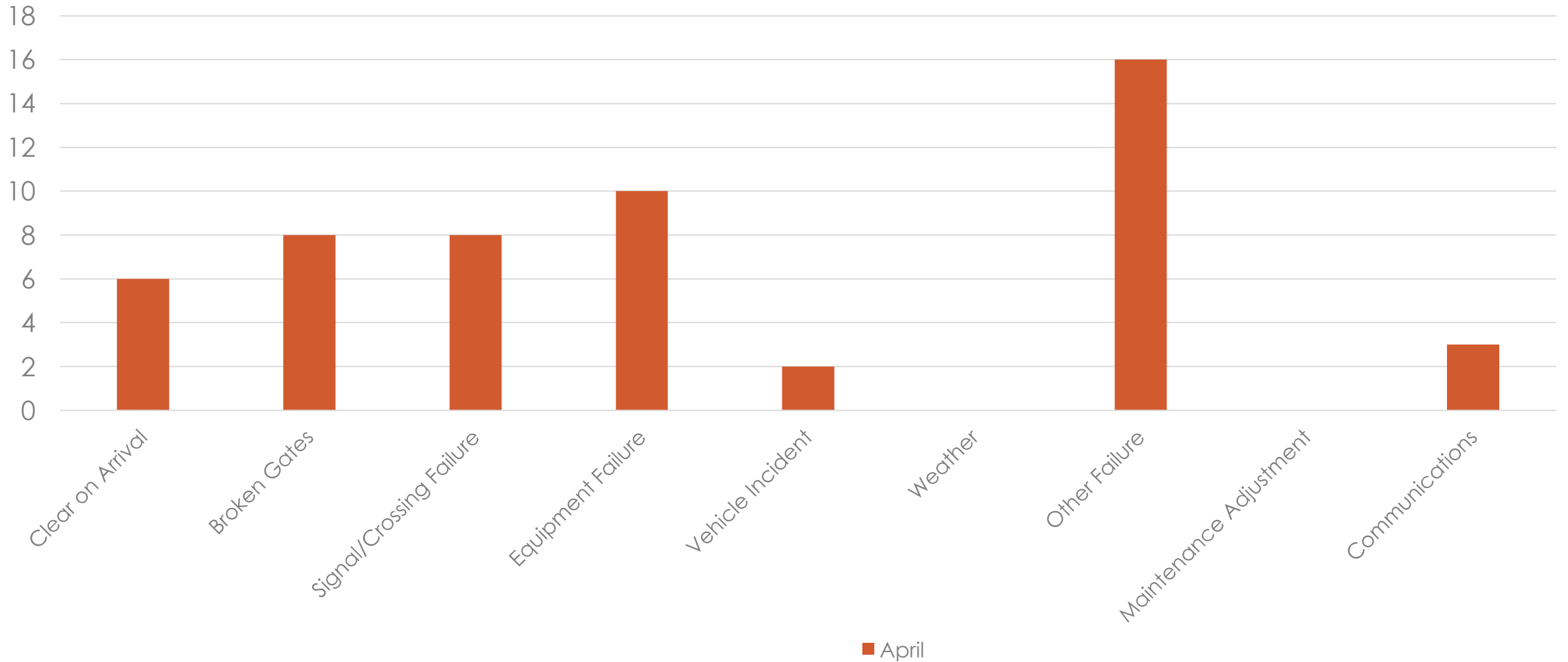
APRIL 2024





CFRC SIGNAL SYSTEM INCIDENTS

APRIL 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 6-24
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](https://www.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 April 30th, 2024	
BUDGET	ACTUAL
\$ 9,371,000	\$ 9,034,515
\$ 13,416,667	\$ 13,405,526
\$ 1,139,382	\$ 825,167
\$ 2,500,000	\$ 2,641,638
\$ 500,083	-
\$ 2,916,667	\$ 3,150,698
\$ 250,000	\$ 20,080
\$ 83,333	\$ 50,435
\$ 2,500,000	\$ 2,158,350
\$ 4,000,000	\$ 3,840,582
\$ 2,166,667	\$ 1,666,827
\$ 3,333,333	\$ 239,092
\$ 120,833	\$ 81,277
\$ 1,100,000	\$ 993,966
\$ 8,333,333	\$ 8,735,711
\$ 51,571,880	\$ 46,843,863

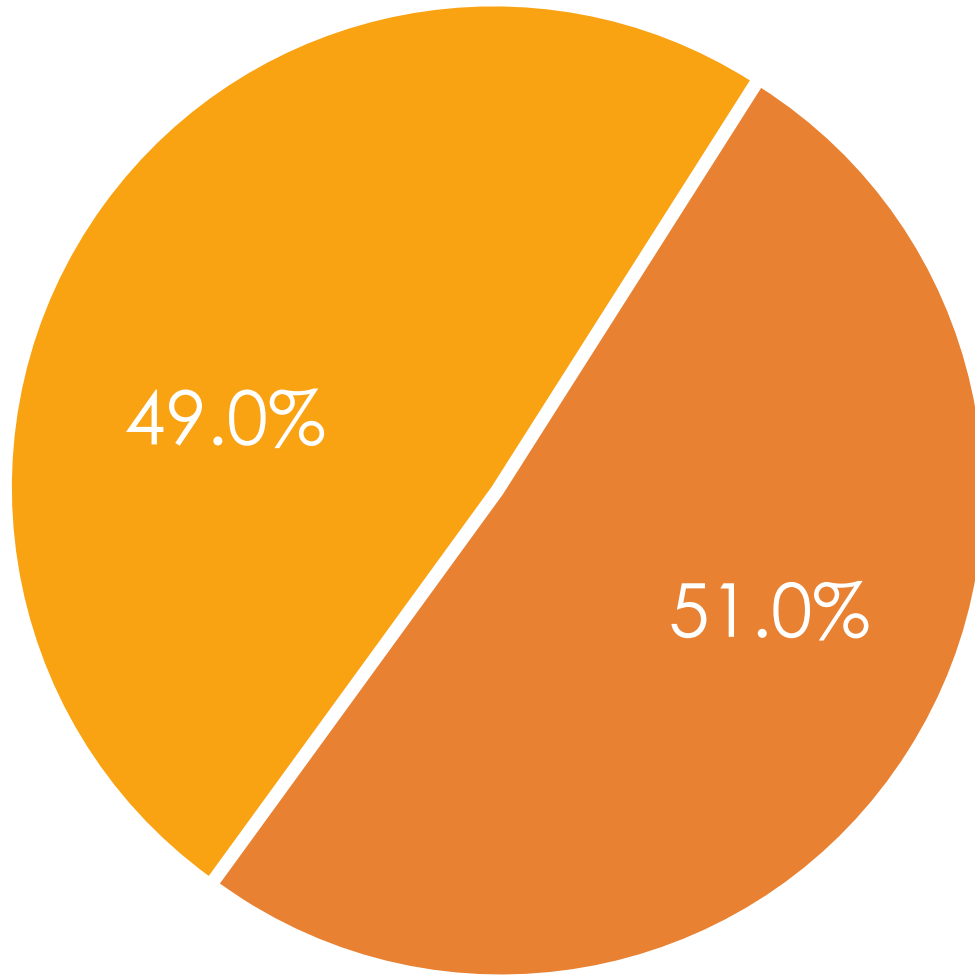
\$ 1,250,000	\$ 1,726,395
\$ 5,500,000	\$ 3,407,139
\$ 10,166,667	\$ 7,004,683

\$ 68,488,547	\$ 58,982,081
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FY 23/24 OPERATING
BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	FISCAL 23/24 YTD April 30th, 2024	
		BUDGET	ACTUAL
Farebox revenue	\$ 2,205,000	\$ 1,837,500	\$ 1,774,216
CSX usage fees	\$ 3,525,648	\$ 2,938,040	\$ 2,859,564
Amtrak usage fees	\$ 988,769	\$ 823,974	\$ 805,440
FCEN usage fees	\$ 20,000	\$ 16,667	\$ 27,421
Right-of-way lease revenue	\$ 125,000	\$ 104,167	\$ 117,800
Ancillary revenue	\$ 298,553	\$ 248,794	\$ 359,457
<i>Subtotal - System revenue</i>	\$ 7,162,970	\$ 5,969,142	\$ 5,943,898
FTA §5307 - Urbanized Area Grant Funds	\$ 27,026,355	\$ 27,026,355	\$ 27,026,355
TOTAL OPERATING REVENUE	\$ 34,189,325	\$ 32,995,497	\$ 32,970,253



■ 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

