



# TECHNICAL ADVISORY COMMITTEE

NOVEMBER 6, 2024





# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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**Date:** November 6, 2024  
**Time:** 2:00 p.m.  
**Location:** LYNX Central Station  
2<sup>nd</sup> Floor Open Space Room  
455 North Garland Avenue  
Orlando, Florida 32801

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***PLEASE SILENCE CELL PHONES***

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- I. Welcome**
- II. Call to Order and Pledge of Allegiance**
- III. Confirmation of Quorum**
- IV. Chair's Remarks**
- V. Action Items**
  - a. August 7, 2024, Meeting Minutes Approval
- VI. Public Comments**
- VII. Discussion Items**
  - a. Agency Update – David Cooke, Rail Administration Manager
  - b. Bus Connectivity
    - i. LYNX – Bruce Detweiler
    - ii. Votran – Bobbie King



# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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### **VIII. Transition Update**

- a. Update – John Booker

### **IX. Committee Member Comments**

### **X. Next Meeting - Proposed**

- a. Next Meeting – December 4, 2024 at 2:00 p.m. LYNX Open Space Room

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

# Technical Advisory Committee Meeting

August 7, 2024  
2:00 p.m.  
LYNX Central Station

## Attendees

Brian Sanders, Orange County Keith Moore, Winter Park Bill Wharton, Seminole County Michael Lopez, Lake Mary Miten Patel, Sanford Joseph Barker, DeBary Tawny Olore, Osceola County Sarah Larsen, Metroplan Orlando Cade Braud, City of Orlando	David Cooke, FDOT Michael Carman, SunRail Sandra Gutierrez, SunRail Kim Hymes, SunRail Bobbie King, Volusia County Bruce Detweiler, LYNX Renzo Nastasi, City of Orlando John Booker, Volusia County
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## Minutes

**The meeting was called to order by Chair Tawny Olore at 2:00 p.m.**

**Pledge of Allegiance**

**Quorum was met**

**Announcements**

- No announcements were made.

**Action Item:**

- Motion made to approve the July 10, 2024, meeting minutes. The minutes passed unanimously.

**Public Comment:**

- No public comments.

**Agency Update:**

**Presenter:** David Cooke

- DeLand Station Train Tours – SunRail hosted two exciting train tours at the new DeLand Station from 9:00 a.m. to noon on Saturday, July 27<sup>th</sup> and Saturday, August 3<sup>rd</sup>.
  - Explored the train and had one-on-one discussions with knowledgeable SunRail staff and Votran.
  - Learned about fares, onboard features, connections, rail safety, and more.
  - Discovered attractions and employers near each SunRail Station.
  - There was a very large crowd on July 27<sup>th</sup>.
- Save the Dates
  - New DeLand Station Celebration will be held on Friday, August 9<sup>th</sup>.
  - Passenger service to the new DeLand Station begins on Monday, August 12<sup>th</sup>.
  - Showed a video on the Northern Expansion on Track to DeLand Updates as of July 2024.
- On-Time Performance Average June: Goal 95%; Actual 92.95%; Contract 98.64%
  - On-Time 6 Days.
  - 20 Operating Days.
  - Ran 800 Trains.
- Average Daily Ridership – June: 4,668
  - Ridership is staying strong and continues to climb.
- FY 23/24 Operating Budget Update (through June/FDOT end of fiscal year)



- Operating Costs, Capital Maintenance and Consultant Support budgeted at \$61,277,558 with total costs at \$81,577,558.
- Operating Revenue was budgeted at \$34,189,325 with total costs of \$34,390,197. The revenue from the system itself is \$7,162,970.
- **Chair Tawny Olore:** Did you have a lot of people participate in the DeLand Station tours on July 27<sup>th</sup> and August 3<sup>rd</sup>?
- **David Cooke:** There was a large turnout on July 27<sup>th</sup>. Mostly older riders and families came out that day, and media was present. August 3<sup>rd</sup> was not as busy, which was probably due to the hurricane. Overall, it was a good turnout and a little more leisurely on August 3<sup>rd</sup> than July 27<sup>th</sup>. It started at 9:00 a.m., but it was already crowded before the start time; people started showing up at 8:00 a.m. The team worked hard, and it was hot and humid.
- **Tawny Olore:** Since the train has been around for ten years, it's great to have that enthusiasm.
- **David Cooke:** A lot of people had ridden the train before, so they were somewhat familiar with it. SunRail coming to DeLand means they will use it more often than previously. They all mentioned trips to Winter Park, Kissimmee, and the hospital.
- **Tawny Olore:** Is the DeLand schedule posted on the website for the August 12<sup>th</sup> passenger service? If not, when will it be posted?
- **David Cooke:** It will be posted online this weekend. We are currently running trains from DeBary to DeLand as part of pre-revenue testing. The concern was riders might try to get on and board the train before August 12<sup>th</sup>.

#### Operating Budget Spreadsheet

**Presenter:** Tawny Olore

- As we work toward the Local Funding Partners (LFPs) taking over, it is a good opportunity to talk through how the budgets are built.
- In the Operating Interlocal Governance Agreement, how the five funding partners (four counties and the City of Orlando) are going to determine what their share is; there are two main buckets. The first one is for Operations and Maintenance and Insurance costs which are determined on an average of peak boardings and total boardings at each station. That percentage of ridership would then be determined per station, then per funding partner.
- For the Capital Plan Funding, it is determined on what your percentage of track miles in each of the five funding partners.
- As the budget was built, we had to divide those costs into two categories.
- This is determined for the preceding ridership year. The LFPs' budgets start in October. To determine the preceding year and what the average boardings are, FDOT keeps a passenger count of the ons and offs per station. Took the total ons and total offs, and the peak ons and peak offs to determine that percentage monthly per station.
- For this year, we had to do it without DeLand, so there is a difference shown in the total share of boardings percentage and peak boardings percentage for each of the stations. We also had to determine an estimate for DeLand based on some assumptions using the model. Since there is no historical data yet, we are not sure until we start running service. Once we have that information, we can then begin building our budget.
- The five-year budget is broken down into the same categories that FDOT shows at every meeting. We utilized the 23/24 budget FDOT created to estimate our 24/25 budget. This includes all the consultants and all of the Operations and Maintenance contracts.
- In year three, we would also start paying LYNX. As we talked about in this committee previously, for the first three years, FDOT will be handling the contract management. In year three, LYNX would come into play. That was added to the budget.
- What would be the local share? We also had revenues FDOT forecast in the 23/24 budget. We added some assumptions and determined what the potential revenue would be using that information.
- For PTC, FDOT will contribute and keep contributing to that which is what is outlined within the Operations Phasing Agreement.
- To get to the local shares, we have all our revenue and the average boardings. What happens is

within the Interlocal Governance Agreement it says that the fare box revenue that is earned at each of the stations gets credited back to each of these stations.

- Orange County is a little different because the county has separate funding agreements with Maitland and Winter Park, so they were separated out. They are not funding partners to FDOT, but they have their own funding document.
- That is how the average is arrived at for the traditional Operations and Maintenance.
- Capital Maintenance is based on percentage of track miles per each of the LFPs. Based on the 23/24 budget, FDOT developed a Five-Year Capital Plan. Some of the consultant costs FDOT has been paying were allocated to Capital Maintenance in our budget. FDOT has also indicated the revenue for the 5307 funds were also allocated not just to the traditional Operations and Maintenance but also some have been allocated to Capital Maintenance. That is where this revenue comes from, and FDOT is providing to the local partners \$10 million in state of good repair dollars to be used to keep the vehicles in good order.
- Once we have the totals, we allocate to each of the LFPs based on the percentage of track miles.
- There are two issues with insurance. There is a \$10 million self-insured retention fund that must be funded, which FDOT currently funds. When the local partners take over, they will be required to fund it. That is based on the average boardings as well. \$10 million is allocated based on the average boardings to each of the LFPs. Then we added in our budget approximately \$250,000 per year to keep the self-insured retention fund replenished. FDOT has never taken out anything from the \$10 million due to each of the contract operators also having their own insurance. So, a lot of the slips, trips, and falls are actually managed and paid for by the contract operators.
- We get a total five-year estimate for the LFPs. You will see for the counties, the local operating support and capital maintenance for years one through five. It increases a little for Volusia County because the first year Phase 2 North is under operations, FDOT pays for that. There is two to three months in operations in the first year, but it goes to 100% the second through fifth year.
- The spreadsheet shows Orange County's share, and the amount allocated to Maitland and Winter Park. Depending on Orange County's agreements, that may be paid by Orange County, or a portion of it would be paid. Orange County needs to figure that out.
- That's how the budget was built. What you don't see is any monies for the buses. The buses for LYNX and Votran are now within each LFP's budget for that agency. Since FDOT won't pay for it anymore, it was moved from the SunRail budget to the respective transit agency budget. Just to be clear, the buses are not going away, it's just not being allocated now to the SunRail budget but more appropriately being added to the transit budget per LFP.
- Coordinated with each of the LFPs to ensure this budget was included in their respective county budgets/city budgets. Once they approve that in September, then it can be approved by the CFCRC Board to get ready for a January 1, 2025, financial transition.
- Most of the service is contracted service. There is some FDOT personnel cost, adding up to a little over \$1 million for the three years. The local partners are not paying for that per our Operations Phasing Agreement.
- Tried to be a little conservative with the revenues. For the budget, the revenue came in a little higher than originally forecast.
- The TAC will be looking at the budget to ensure if there are any changes/revisions to it, this committee is looking at that so they can apprise their commission members before it goes to the CFCRC.
- **Question:** Will this be the only meeting we look at this budget, or will the remainder of this year's meetings be also the purpose of examining this?
- **Tawny Olore:** Yes, absolutely. We may not get into all the details with all the different categories, but we will do a summary of the budget and the status of the budget moving forward. FDOT will not be paying the bills; the LFPs will be paying the bills, like LYNX and Votran. We need to make sure we understand how the system is doing, if it is on budget, if there are any issues so we can make the members of the CFCRC know how we are doing.
- **Sarah Larsen:** You said you have a shareable form of this budget information.

- **Tawny Olore:** Yes, we can send it out to everyone as a PDF. Also, I coordinated with your consultant at MetroPlan, Cliff Tate at Kimley-Horn & Associates. This was provided to him as well. He sent me back the table and I reviewed it and think we are fully coordinated.
- **Question (Unidentified Member):** Will the budget be evaluated each year?
- **Tawny Olore:** It will be revisited on an annual basis to ensure it is included in each of the LFP's budget for the next year. We start building budgets in February/March. LYNX starts giving us information which we start including that in our budget and start having public hearings in July, August, and September.
- **Tawny Olore:** I don't think we have to have a formal vote, but we need a recommendation from this committee so we can take it to the CFCRC likely for an action. The TAC has reviewed the budget and recommended approval to move forward with the CFCRC September agenda.

#### **LYNX Bus Connectivity**

**Presenter:** Bruce Detweiler

- Fixed-Route Average Daily Boardings & Alighting by SunRail Station Area
  - June ridership saw 13% increase when compared to last year.
  - For year to date, there is an 11% increase for the fiscal year.
- Feeder Bus Route Analysis (Phase 2 South Routes)
  - June had a 5% decrease total for fixed route and a 2% increase for NeighborLink.
- Sand Lake SunRail to Airport Average Daily Ridership (New Category)
  - Improvements made several months ago are still showing an increase of 82% when compared to June of last year.

#### **Votran Bus Connectivity**

**Presenter:** Bobbie King

- Still seeing a little less ridership on fixed route feeder bus over the last few months. Perhaps VoRide is making up for the decrease.
- Votran SunRail connectivity is a little better than last year, but overall is still lower over the last few months.
- VoRide service opened in the DeBary area in April, and we have had some consistent rides to and from the station. Combined with the feeder bus route rides, overall, there is an increase.

#### **SunRail Transition Update**

**Presenter:** John Booker

- Filed for the Federal Employer Identification Number (FEIN) for SunRail and are awaiting the IRS to return the documents and provide us with the official number which will complete the action item.
- At the previous CFCRC meeting, one of the commissioners had an issue with the banking relationship we were contemplating piggy backing off of a contract. That got delayed, and we will have that as an action item for the next CFCRC meeting in September.
- January 1, 2025, is the looming deadline for achieving financial transition. Banking is key to our success with the Department and keeping up that timeline so we are good stewards of incoming funds and are properly accounting for it.

#### **Transition Issues**

**Presenter:** Tawny Olore

- There are two significant issues – one is financial, and the other is with one of our federal partners.
- The 5307 and the future 5337 monies are FTA monies that come through LYNX to the Department for some of the preventative operations and maintenance expenses. The issue is to get that money to the CFCRC, and right now they are not a direct recipient of that money. To do that and to get there is a pretty lengthy process. It will probably take a minimum of one year. We are trying to figure out how to get the monies from LYNX to the CFCRC. There may be some delay in being able to do that.
- The other issue FTA raised is in regard to LYNX being a contract administrator. Since they

receive the monies, because it is sub-allocated to them, LYNX cannot administrate and audit themselves. There are two issues with the money coming in from the Federal government to get over to the CFCRC.

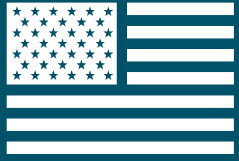
- The other issue is with CSX. There is a Central Florida Operating and Management Agreement (CFOMA) between the FDOT and CSX that talks about how the freight trains can operate on the FDOT corridor. The CFOMA was supposed to be assigned over to the CFCRC. The issue has to do with insurance. Right now, there is legislative approval that allows FDOT to indemnify CSX if there is an accident, which has certain indemnification clauses. CSX is claiming that the same indemnification also needs to be approved by the Florida legislature for the CFCRC. There is a difference of opinion that must be worked through.
- On January 1, 2025, the LFPs will take financial control and we need to figure out how that will occur. We are diligently working with FDOT and our LFPs to solve these two big issues.
- The CFCRC will take financial control on January 1, 2025, and that does not change. However, we still must figure out how the CFCRC will receive the Federal money and also solve the CSX liability issue.
- We don't have all the answers today, but the committee will be updated when a solution is reached.

**Committee Member Comments**

- No comments.

Next meeting is scheduled for September 4, 2024, at 2:00 p.m., Lynx Central Station, Administration Building, Open Space Room

**Meeting adjourned at 2:36 p.m.**



# PLEDGE OF ALLEGIANCE

## (Please Stand)

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.



# TITLE VI



This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

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

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

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WELCOME





# CHAIR'S REPORT

TAWNY OLORE, P.E.





# APPROVAL

ADOPTION OF August 7, 2024, MEETING MINUTES





# PUBLIC COMMENTS





# AGENCY UPDATE

DAVID COOKE

CFRC/SUNRAIL Rail Administration Manager





# HURRICANES HELENE & MILTON

Before, during and after the hurricanes, SunRail was in constant communication with riders through social media and on SunRail.com for all updates pertaining to changes in service.

Service was suspended to prepare the corridor and secure equipment.

Within hours of storms passing, crews cleared tracks, assessed damage, and reinstalled gates for regular service.



**SERVICE  
HAS BEEN  
TEMPORARILY  
SUSPENDED.**

[www.SunRail.com](http://www.SunRail.com)  
SunRail Mobile App   
[@RideSunRail](https://www.facebook.com/RideSunRail)







# RAIL SAFETY WEEK SUCCESS!

Education and enforcement days were held throughout the beginning of the week at grade crossings with local law enforcement from all four counties.

Results are still coming in however in one day alone, nearly 200 warnings and citations were issued.

Media availability day and engineer ride along increased engagement and boosted earned media coverage.







# TRAIN-TO-THE- GAME IS BACK!!!

SunRail and the Orlando Magic have partnered again for Train-to-the-Game for all 27 weekday home games in the 2024/2025 season.

This promotion allows fans to ride FREE with their game day ticket.

Extended southbound service from Church Street Station at 11:06 PM is sponsored by the Orlando Magic in addition to regular 10:30 PM Northbound train.

See you onboard!







# BOO! ON BROADWAY

Kissimmee Main Street's Annual Event took place on Friday, 10/25.

Families rode SunRail to the decorated Kissimmee “**Spellbound Station**” and walked to the event where SunRail had a booth distributing safety information and treats.

SunRail experienced an impressive 24% ridership increase compared to the last two years.

Special thanks to Alstom for providing an additional Northbound train.







# MOBILITY WEEK!

## 10/28 – 11/1

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

### Events during the week

- Try Transit Tuesday - 10/29 Free service all day in collaboration with LYNX
  - Over 6,000 in ridership
- Safety Fair at LYNX Station - 10/29
- Multimodal Workshop at City Hall- 10/29
- Rollins College new student commuter lounge grand opening - 10/29
- Trail to Rail Bike ride with St. John's River-to-Sea Alliance- 11/1



**MOBILITY WEEK**  
**WHAT MOVES YOU?**





# ACCOUNT CONVERSION

SunRail is reminding customers that the holidays are a great time to ride!

The promotional 25 cent SunCard offer expires on 12/31 and SunRail will be contacting customers who still have funds on a yellow legacy SunCard to transfer their balance.

Direct emails, social media outreach, Ambassador education, and more will direct customers to the simple online transfer steps.

## 25¢ SUNCARD OFFER ENDS 12-31-24

Don't delay, transfer your  
SunCard funds today



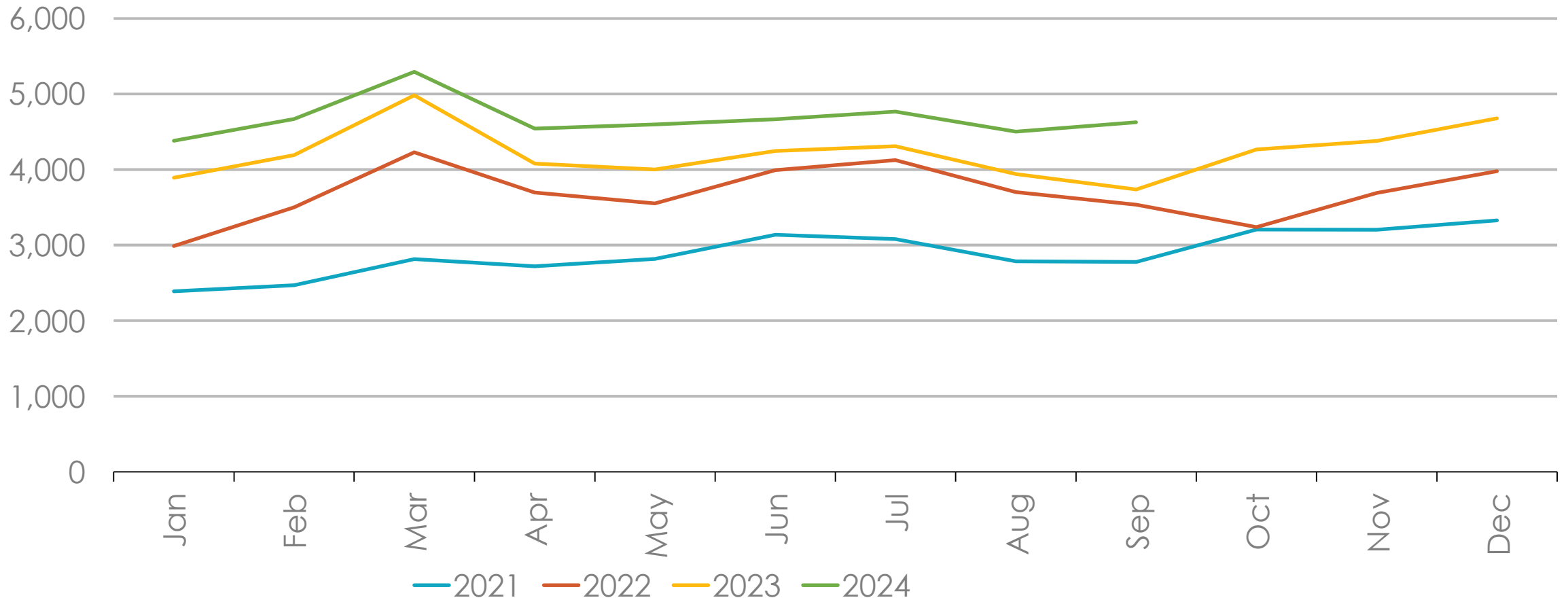
[Learn More](#)





# AVERAGE DAILY RIDERSHIP

SEPTEMBER AVERAGE – 4,628





# ON-TIME PERFORMANCE AVERAGE

SEPTEMBER 2024

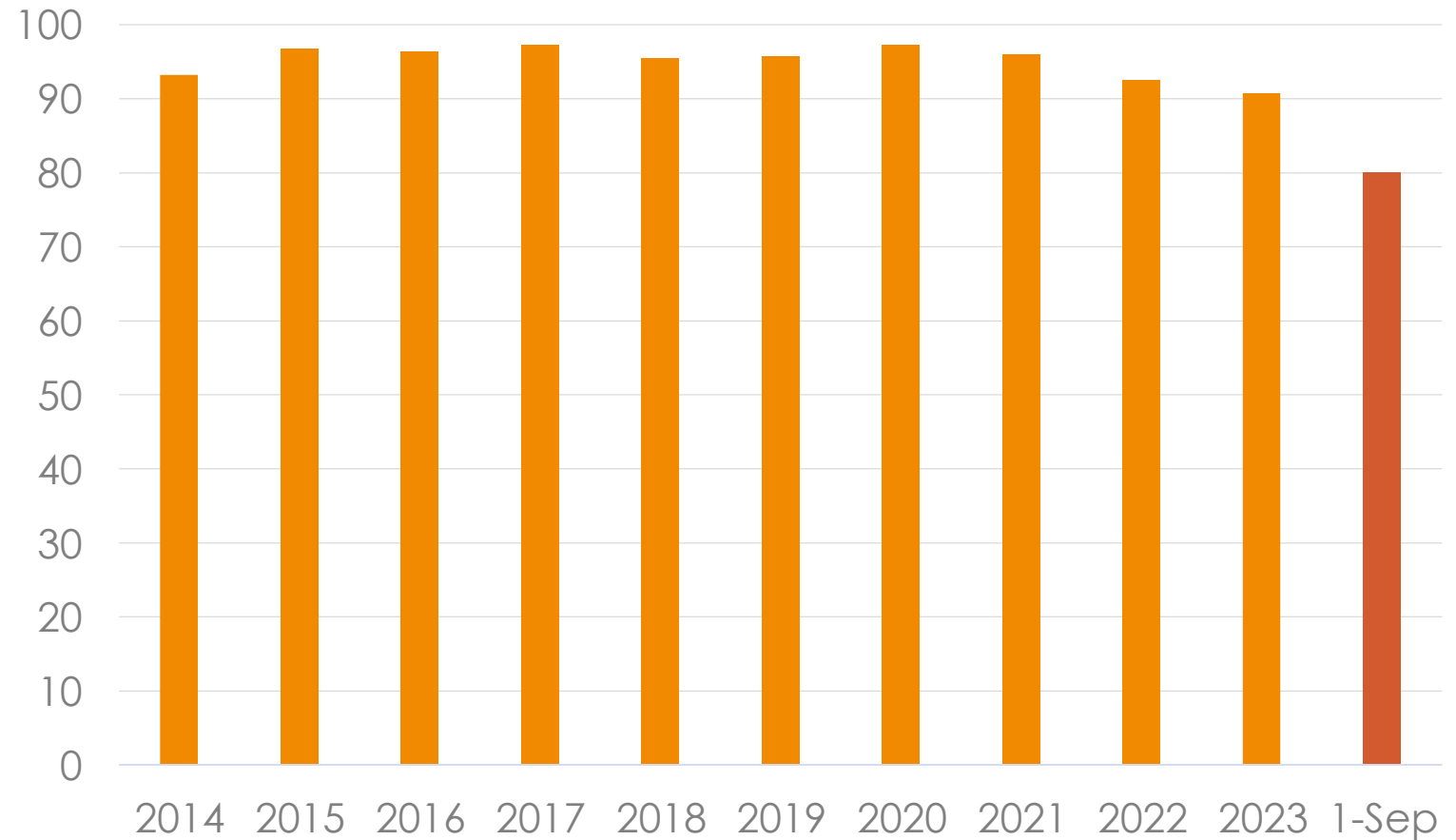
Goal = 95%

Actual = 80.13%

Contract = 98.42%

## ABOVE AVERAGE

- On-Time 2 Days
- 19 Operating Days
- Ran 760 Trains



# FY 24/25 OPERATING BUDGET UPDATE



OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT
Alstom - Operations
Alstom - Maintenance
Alstom - Incentive/disincentive
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/Herzog - Preventative Maintenance
Alstom/Amtrak SOGR Heavy vehicle Maintenance
Banking, Merchant, and Armored Car Services
Station and Onboard Security
PTC O&M (Herzog & Alstom)
<b>Subtotal - System operating costs</b>

Consultant Support
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<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>
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ANNUAL BUDGET
\$ 14,218,190
\$ 17,239,721
\$ 1,572,896
\$ 1,541,202
\$ 3,958,813
\$ 315,000
\$ 105,000
\$ 4,100,000
\$ 5,000,000
\$ 2,860,000
\$ 4,400,000
\$ 152,250
\$ 1,386,000
\$ 11,000,000
<b>\$ 67,849,071</b>

\$ 12,800,000
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<b>\$ 80,649,071</b>
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FISCAL 24/25 YTD Sep 30th, 2024	
BUDGET	ACTUAL
\$ 3,554,547	\$ 2,866,723
\$ 4,309,930	\$ 4,017,647
\$ 393,224	\$ 197,023
\$ 385,301	\$ 3,084
\$ 989,703	\$ 928,803
\$ 78,750	\$ -
\$ 26,250	\$ 20,549
\$ 1,025,000	\$ 727,101
\$ 1,250,000	\$ -
\$ 715,000	\$ 504,667
\$ 1,100,000	\$ 758,133
\$ 38,063	\$ 25,123
\$ 346,500	\$ 340,370
\$ 2,750,000	\$ 2,097,977
<b>\$ 16,962,268</b>	<b>\$ 12,487,199</b>

\$ 3,200,000	\$ 3,474,966
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<b>\$ 20,162,268</b>	<b>\$ 15,962,164</b>
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# FY 24/25 OPERATING BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	FISCAL 24/25 YTD Sep 30th, 2024	
		BUDGET	ACTUAL
Farebox revenue	\$2,205,000	\$551,250	\$435,812
CSX usage fees	\$3,525,648	\$881,412	\$790,454
Amtrak usage fees	\$988,769	\$247,192	\$266,256
FCEN usage fees	\$20,000	\$5,000	\$0
Right-of-way lease revenue	\$125,000	\$31,250	\$27,164
Ancillary revenue	\$323,580	\$80,895	\$216,072
<i>Subtotal - System revenue</i>	<b>\$7,187,997</b>	<b>\$1,796,999</b>	<b>\$1,735,758</b>
FTA §5307 - Urbanized Area Grant Funds	\$13,500,000	\$13,500,000	\$13,500,000
FDOT PTC Contribution	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000
FTA 5337 - State of Good Repair	\$4,600,000	\$4,600,000	\$4,600,000
<b>TOTAL OPERATING REVENUE</b>	<b>\$30,287,997</b>	<b>\$24,896,999</b>	<b>\$24,835,758</b>



# LYNX CONNECTIVITY

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

SUNRAIL STATION	Fiscal Year 2024												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Days of Operation	22	21	21	22	21	21	22	22	20	22	22	19	21
Sanford	302	301	272	302	303	304	300	311	289	305	289	304	299
Lake Mary	75	76	72	80	84	75	77	83	85	75	92	85	80
Longwood	77	69	59	73	80	76	69	69	71	68	81	76	72
Altamonte Springs	133	130	143	133	129	144	143	150	137	136	161	134	139
Maitland	16	17	22	18	15	18	15	15	15	18	20	15	17
Winter Park/Amtrak	379	379	370	359	397	379	380	422	352	373	385	369	379
AdventHealth	309	290	267	300	309	307	298	308	273	298	347	303	301
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	27	29	26	21	25	29	29	23	20	19	32	38	27
Sand Lake Road	284	311	338	319	381	388	373	411	414	409	397	407	369
Meadow Woods	119	106	92	107	121	102	113	111	98	101	1489	109	106
Tupperware	14	14	12	14	13	19	17	17	18	12	14	16	15
Kissimmee Intermodal													
Poinciana	7	9	4	6	8	6	7	7	5	4	12	7	7
Total - All Stations	1,742	1,731	1,677	1,732	1,865	1,847	1,821	1,927	1,777	1,818	1,919	1,863	1,810
Percent change from FY 22 to FY 23	12%	16%	8%	6%	8%	9%	9%	20%	13%	19%	15%	10%	12%



# LYNX CONNECTIVITY

## LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	September		Change	% Change
	FY23	FY24		
18	19,999	19,029	(970)	-5%
418	3,981	5,731	1,750	44%
155	645	742	97	15%
306	2,373	2,536	163	7%
604*	185	218	33	18%
831*	802	756	(46)	-6%

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

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	Average Daily Boardings		Change	% Change
	Sep-23	Sep-24		
11,42,111/311	56	90	34	61%



# VOTRAN CONNECTIVITY

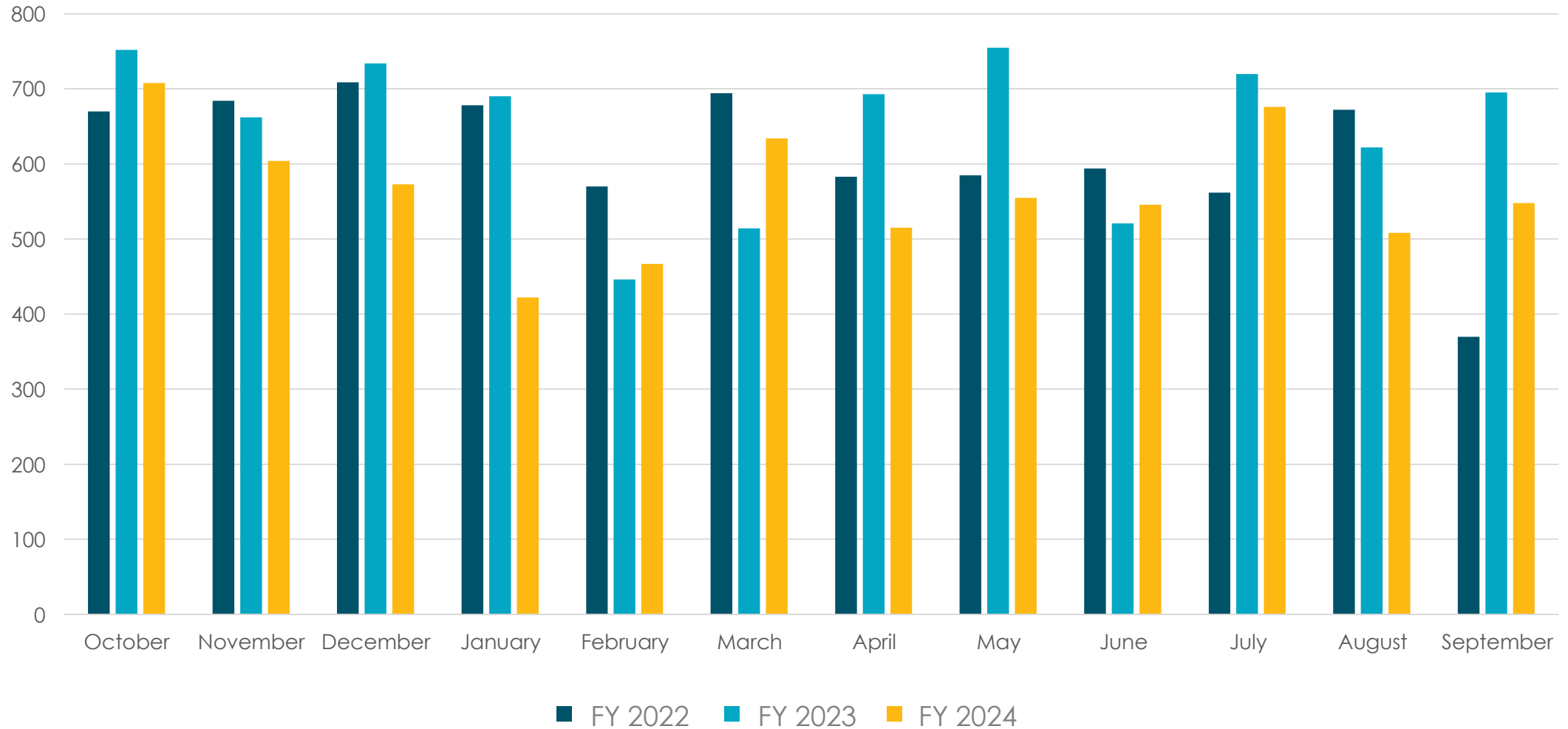
Activity at DeBary Station	Fiscal year 2022												Annual Daily Average
	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	
Days of Operation	21	21	23	21	20	23	21	21	22	20	23	20	256
Total Monthly Ridership	670	684	709	678	570	694	583	585	594	562	672	370	7,371
Avg 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	May-24	Jun-24	Jul-24	Aug-24	Sep-24	
Days of Operation	22	21	20	22	21	21	22	22	20	22	22	20	255
Total Monthly Ridership	708	604	573	422	467	634	515	555	546	676	508	548	6,756
Avg Daily Ridership	32	29	29	19	22	30	23	25	27	31	23	27	26



# VOTRAN SUNRAIL CONNECTIVITY





# VORIDE-SUNRAIL CONNECTIVITY

VoRide On-Demand Service - Average Daily Boardings & Alightings  
at Volusia County Stations

Activity at Stations	Fiscal year 2024												Annual Daily Average
	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	
Days of Operation	0	0	0	0	0	0	22	22	20	22	22	20	128
Total Monthly Ridership- DeBary	-	-	-	-	-	-	15	14	12	9	15	6	71
Total Monthly Ridership- DeLand	-	-	-	-	-	-	-	-	-	-	23	58	81
Total Monthly Ridership- Both Stations	-	-	-	-	-	-	15	14	12	9	38	64	152
Avg Daily Ridership	-	-	-	-	-	-	1	1	1	0	2	3	1

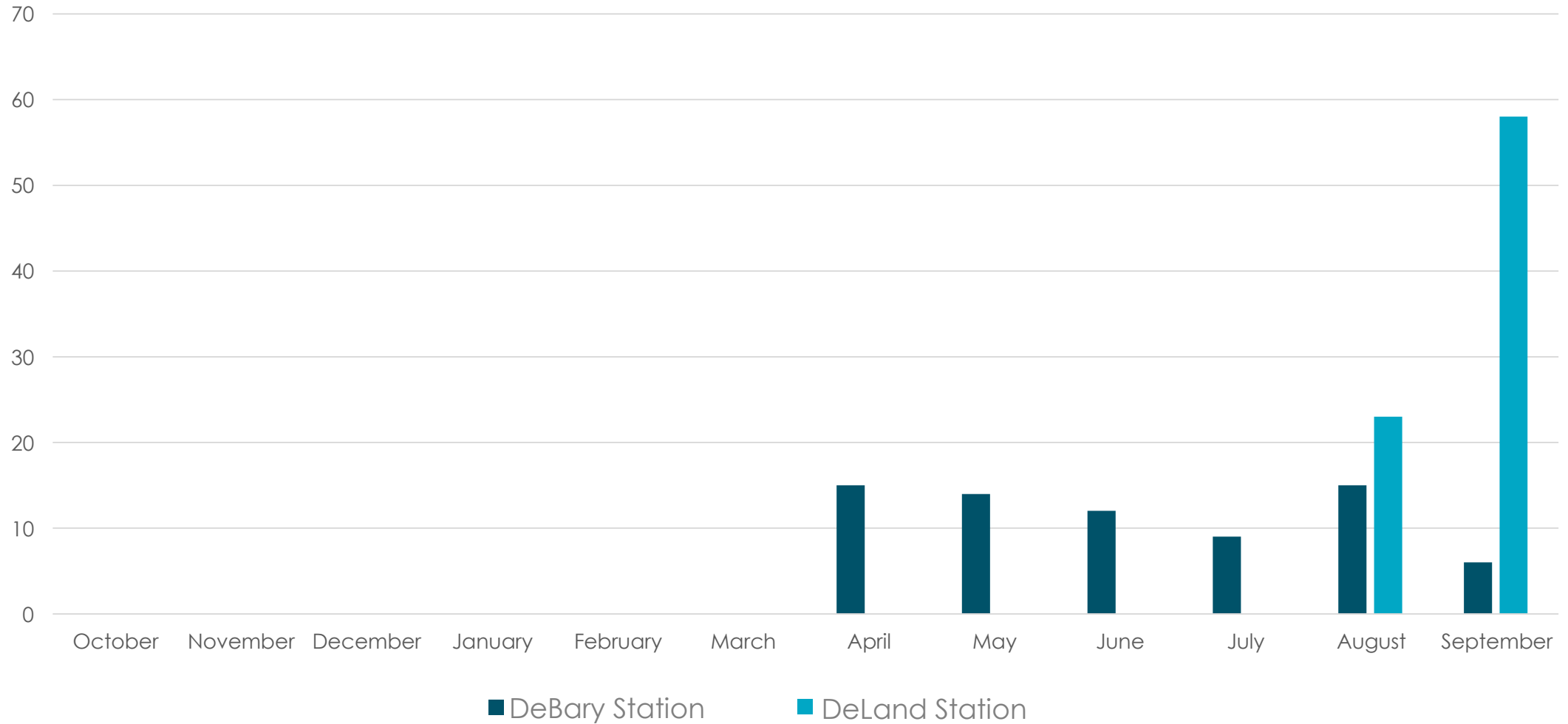
Note, VoRide began service in DeBary on April 8, 2024.

Note: Despite VoRide operating on Saturdays, Days of Operation only includes weekdays as the train only operates weekdays.





# VORIDE - SUNRAIL CONNECTIVITY





# DELAND SUNRAIL CIRCULATOR SUNRAIL CONNECTIVITY

Votran DeLand SunRail Circulator Average Daily Boardings

Activity at DeLand Station	Fiscal year 2024												Annual Daily Average
	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	
Days of Operation	0	0	0	0	0	0	22	22	20	22	15	19	34
Total Monthly Ridership	-	-	-	-	-	-	-	-	-	-	289	328	617
Avg Daily Ridership	-	-	-	-	-	-	-	-	-	-	19	17	18

Note, service began August 12, 2024, coinciding with the grand opening of the DeLand SunRail Station.





# SUNRAIL TRANSITION UPDATE

John Booker





# COMMITTEE MEMBER COMMENTS



# NEXT MEETING

DECEMBER 4, 2024, 2:00 PM

Lynx Central Station

Administration building

Open Space Room



# SUPPORTING CHARTS AND DATA

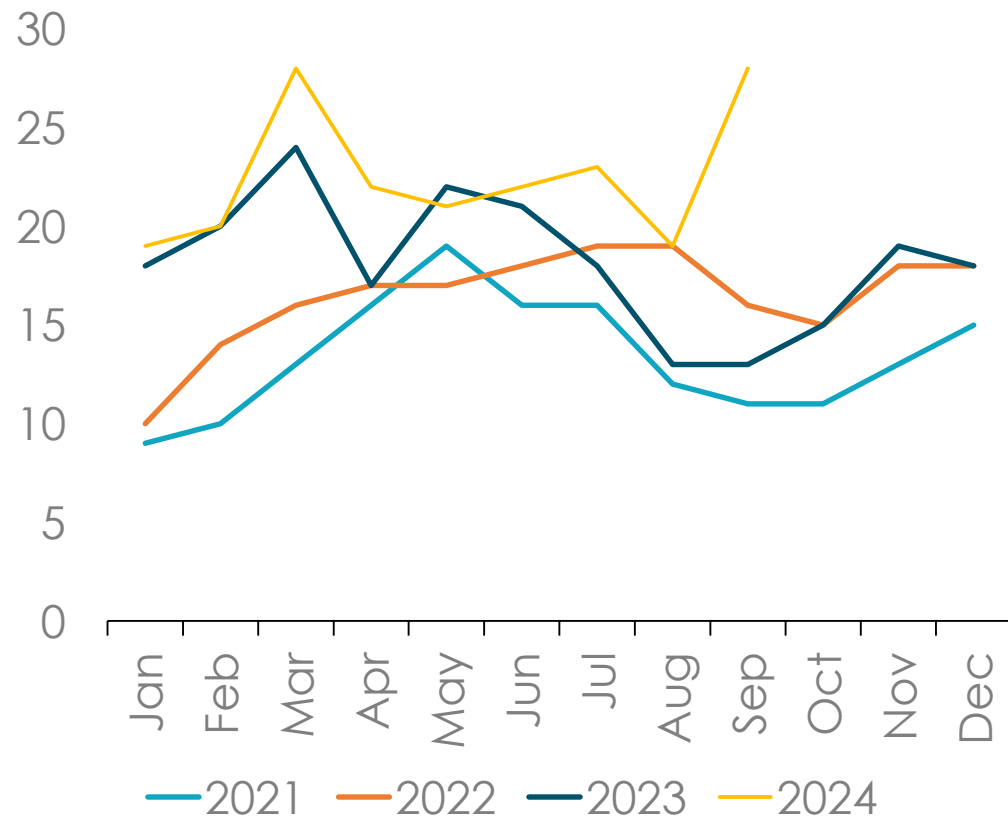




# ONBOARD STATS

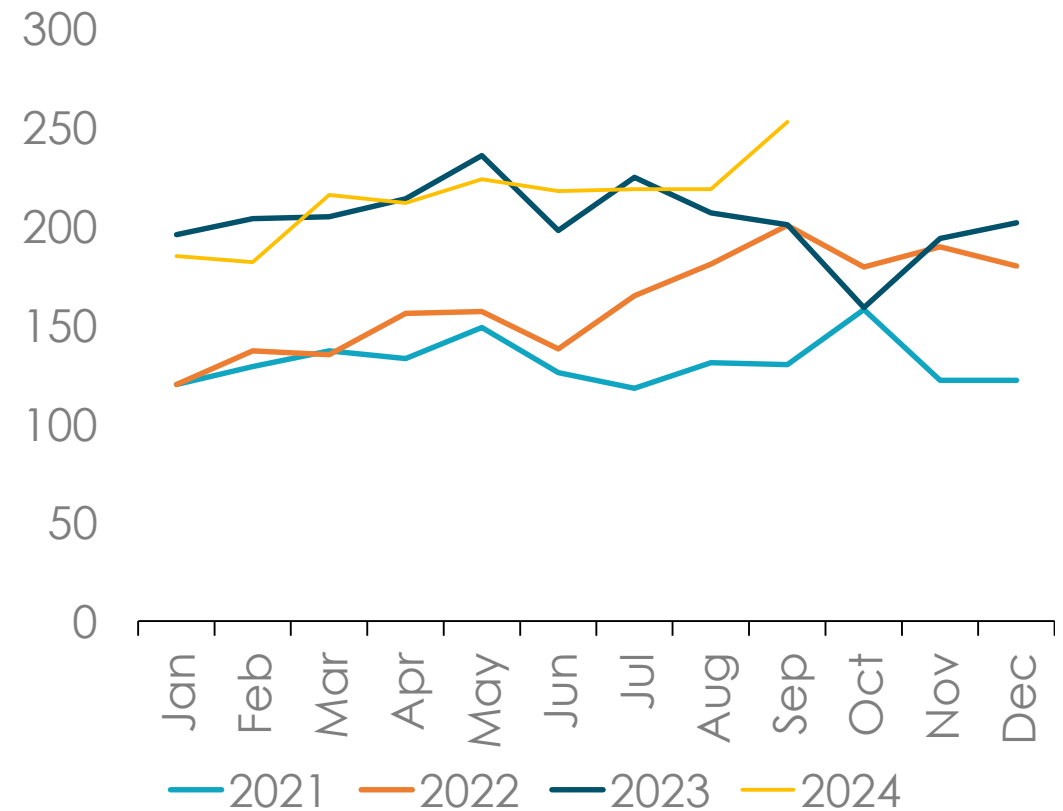
## ADA

September '24 Average: 19



## BICYCLE

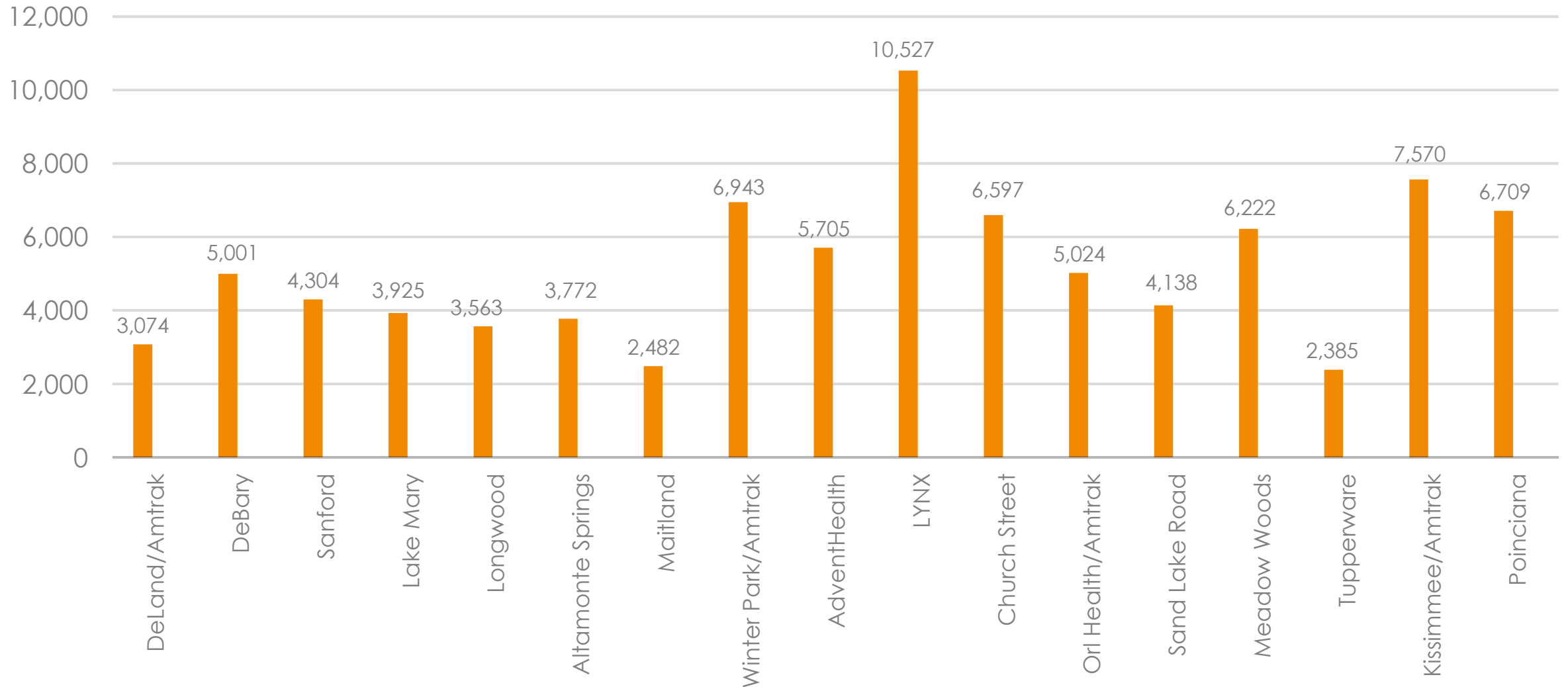
September '24 Average: 219





# BOARDING BY STATION

RIDERSHIP SEPTEMBER 2024

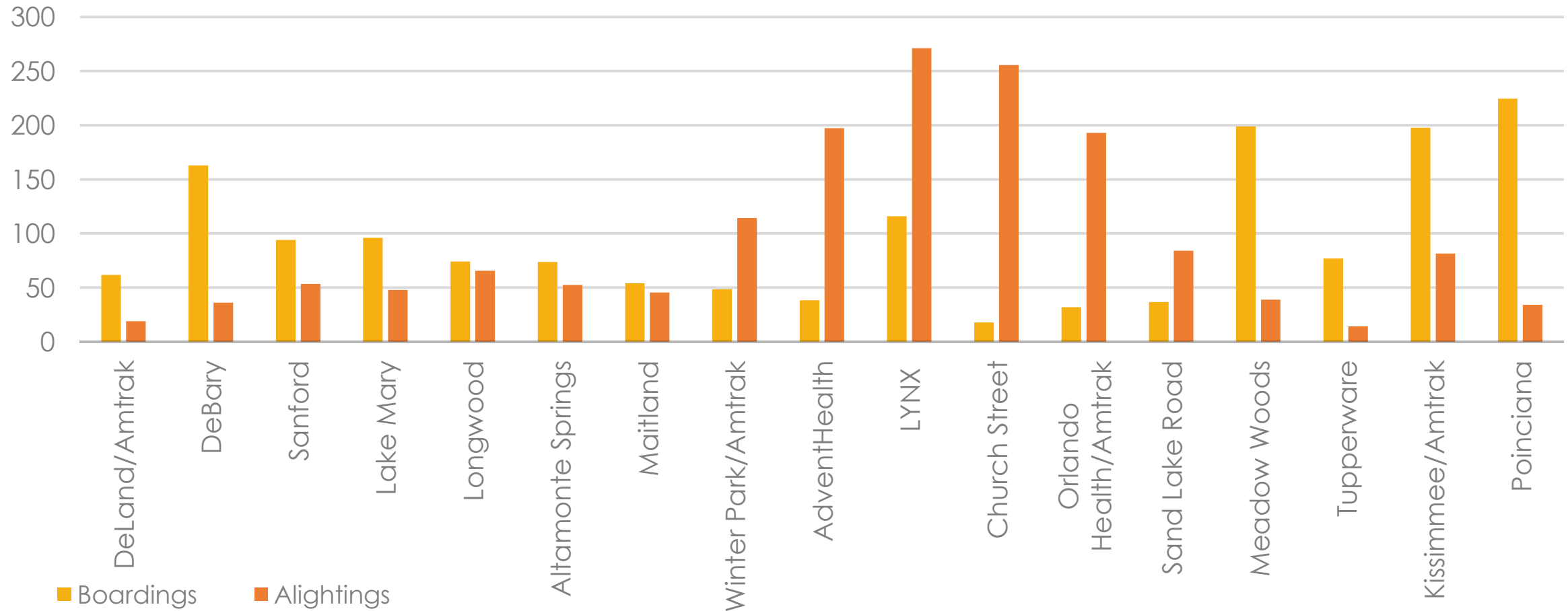




# BOARDING & ALIGHTINGS

SEPTEMBER 2024

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



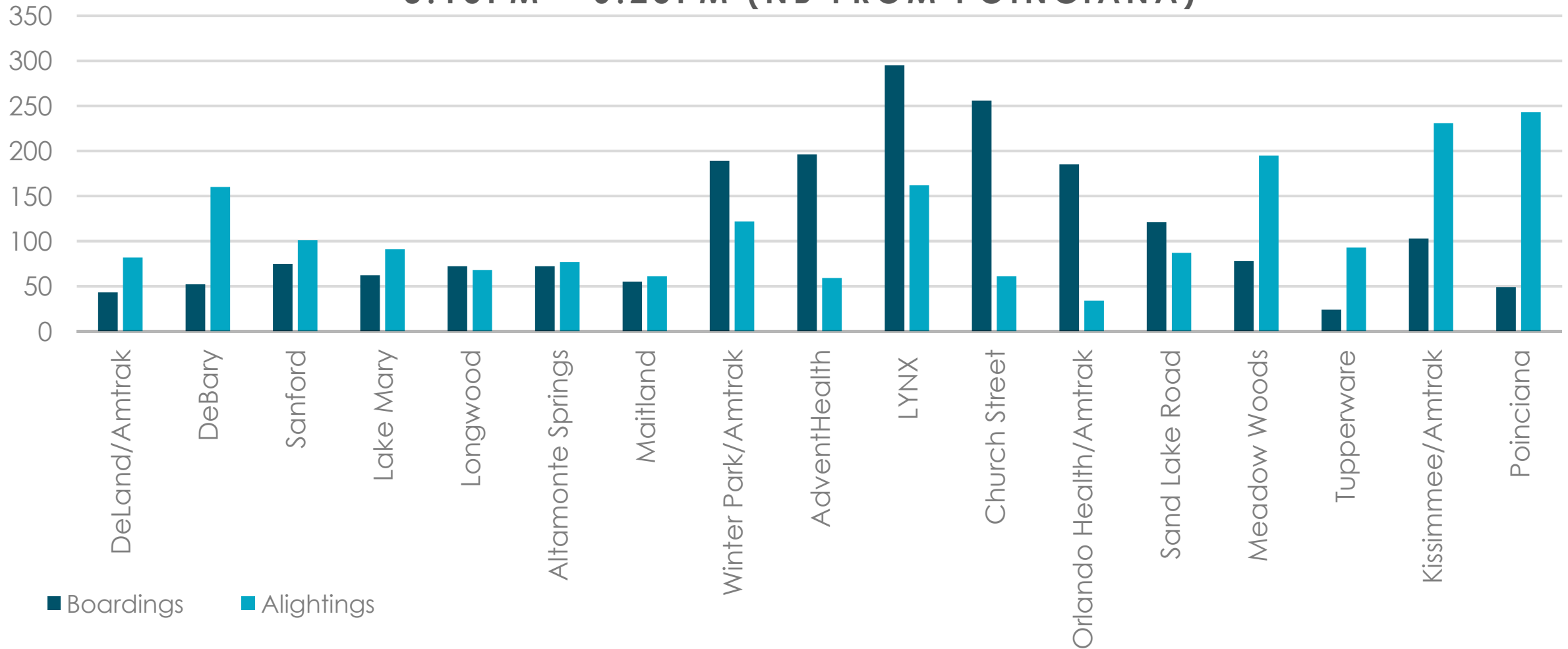




# BOARDING & ALIGHTINGS

SEPTEMBER 2024

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

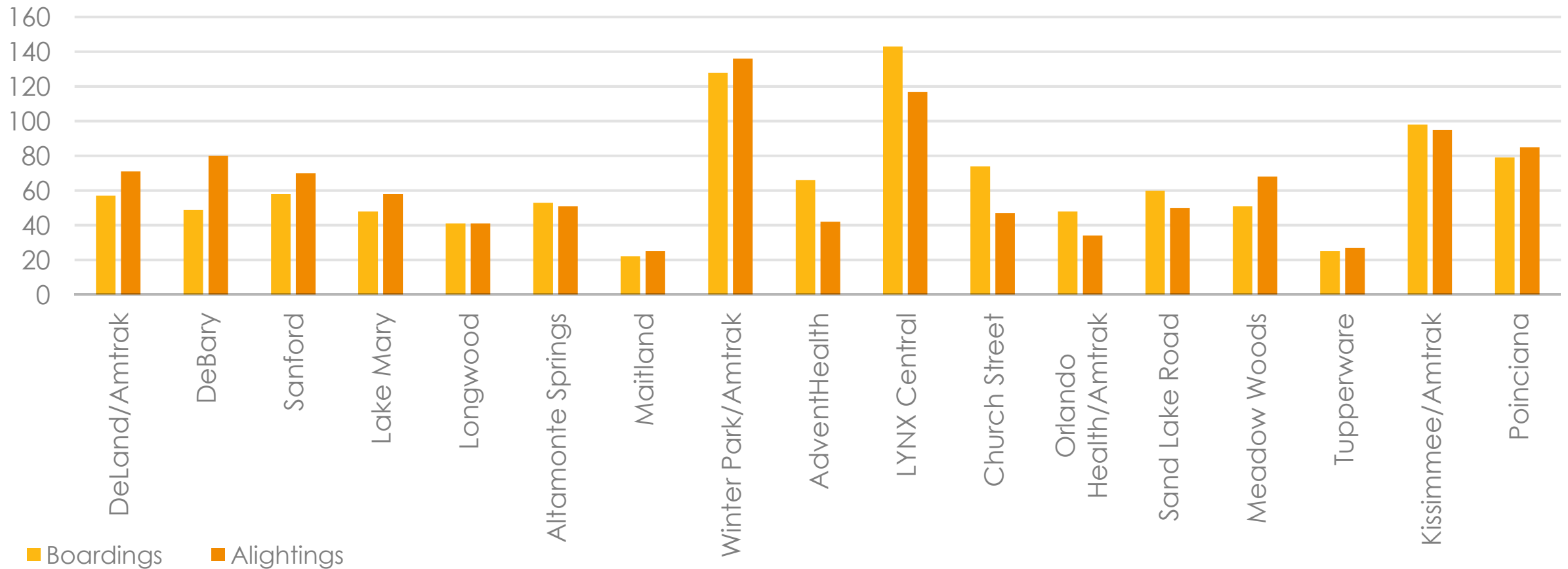




# BOARDING & ALIGHTINGS

SEPTEMBER 2024

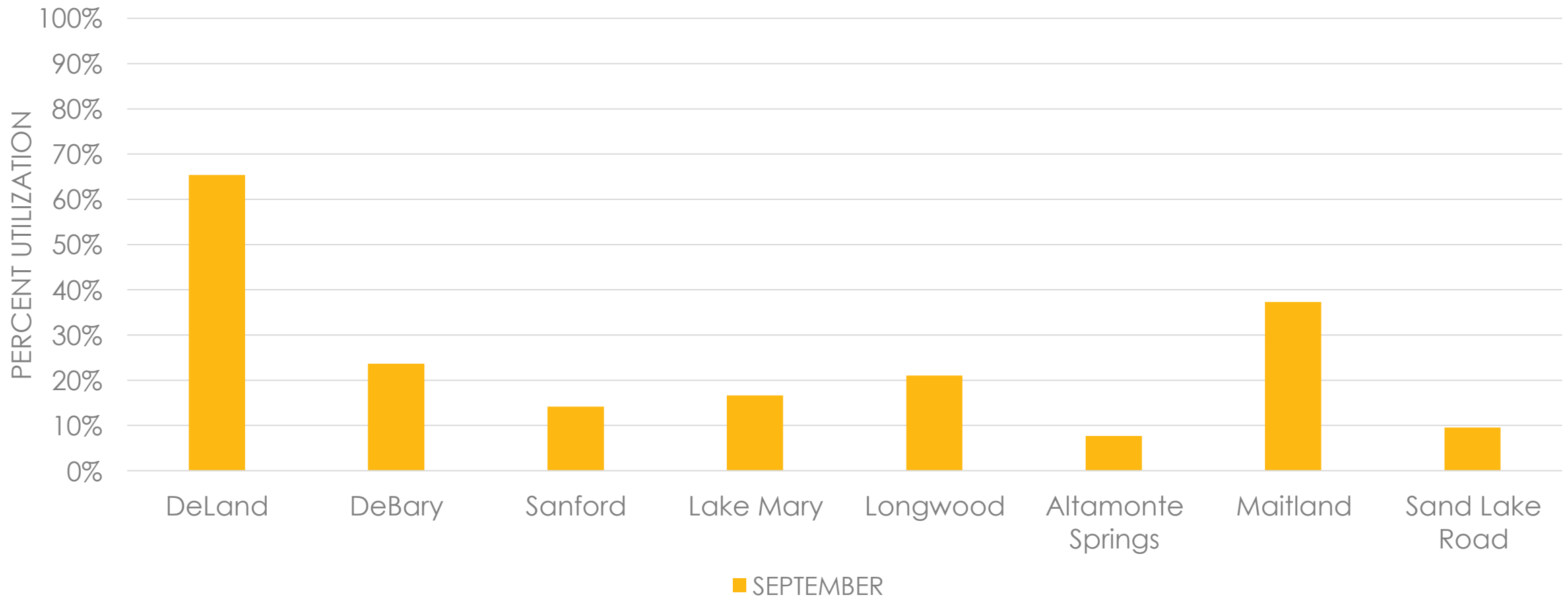
OFF PEAK  
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





# IOS STATION PARKING

SEPTEMBER 2024

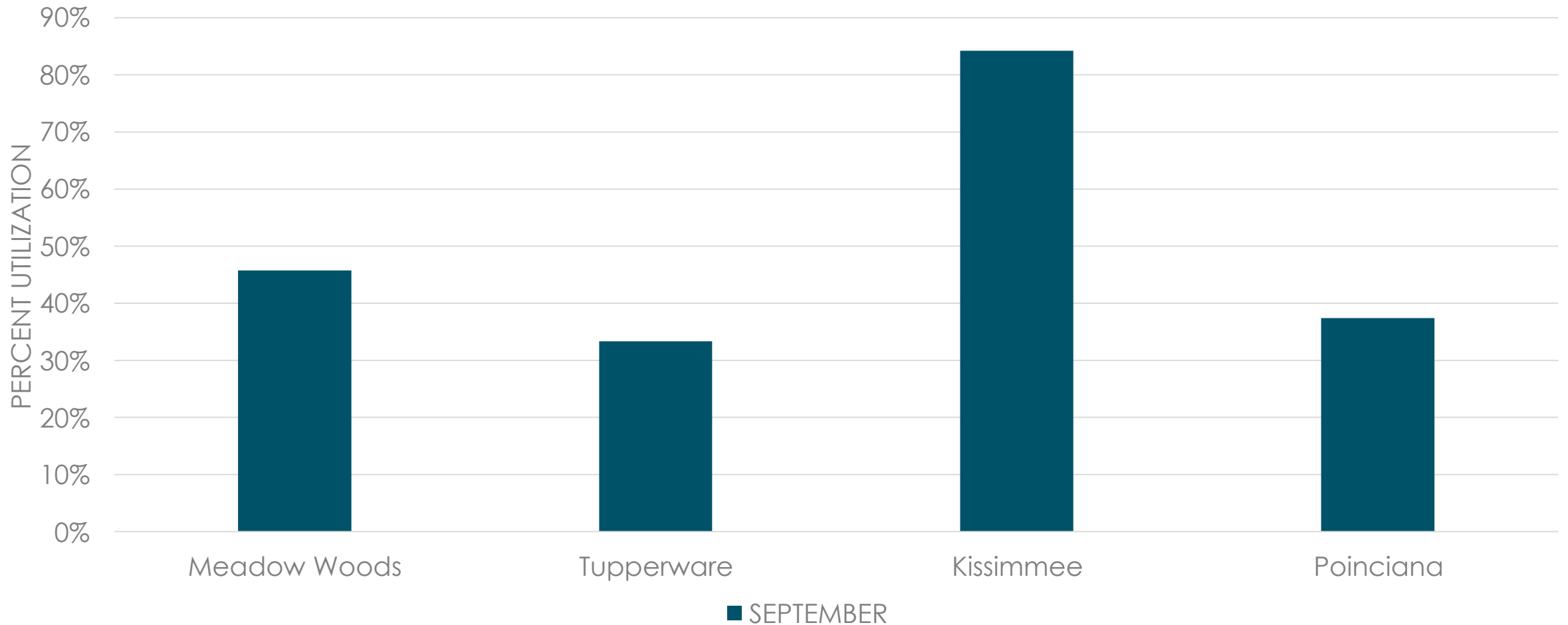






# SOUTHERN EXPANSION STATION PARKING

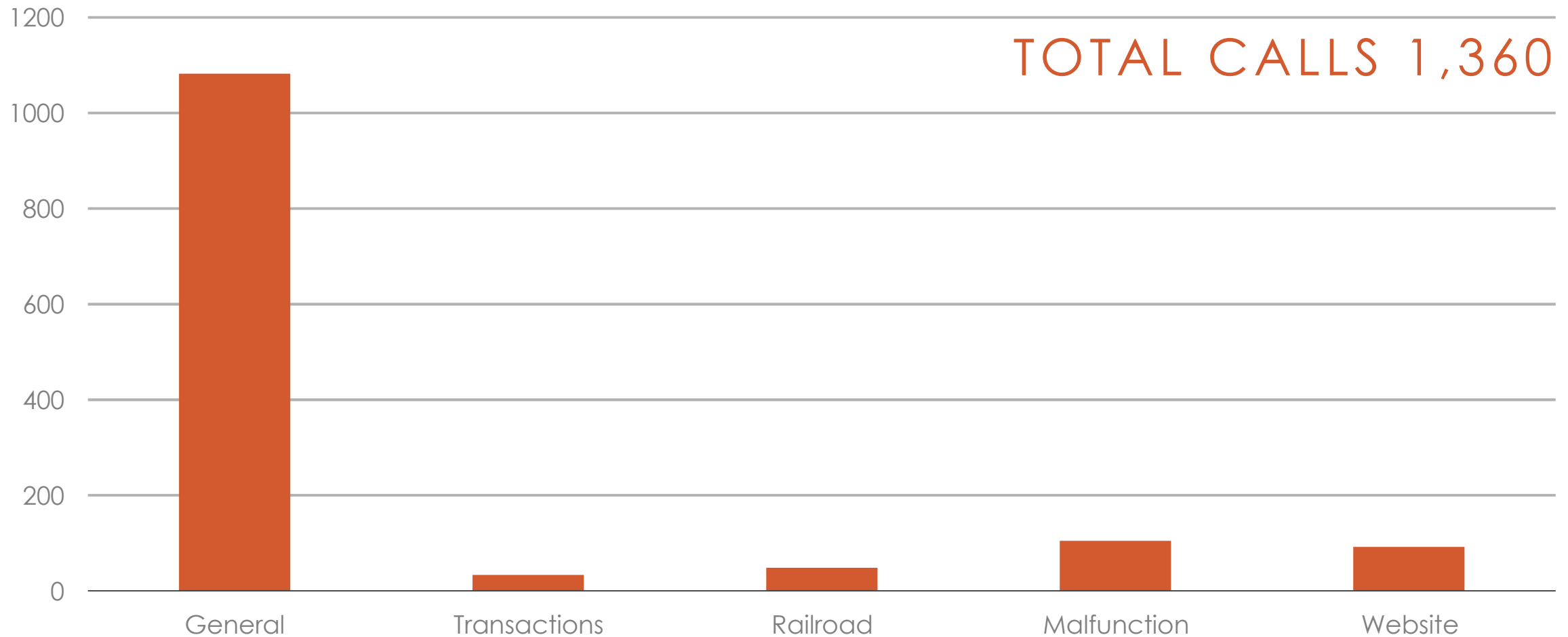
SEPTEMBER 2024





# CUSTOMER SERVICE CALLS

SEPTEMBER 2024





# TRAIN PERFORMANCE DETAIL

SEPTEMBER 2024

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	609	80.1%
Late	132	17.4%
Annulled	19	2.5%
Total Trains Operated	760	100.0%

PERFORMANCE DETAIL	Days	Trains	Percentage
Injuries/Illnesses	1	1	0.1%
Maintenance of Way	6	8	1.1%
Mechanical	7	14	1.8%
Other	3	3	0.4%
Passengers	5	10	1.3%
Signals & Components	13	45	5.9%
Train Interference	12	19	2.5%
Trespasser/Grade Crossing/Near Misses	4	35	4.6%
Weather	1	16	2.1%
Total (Rounded)		151	19.9%

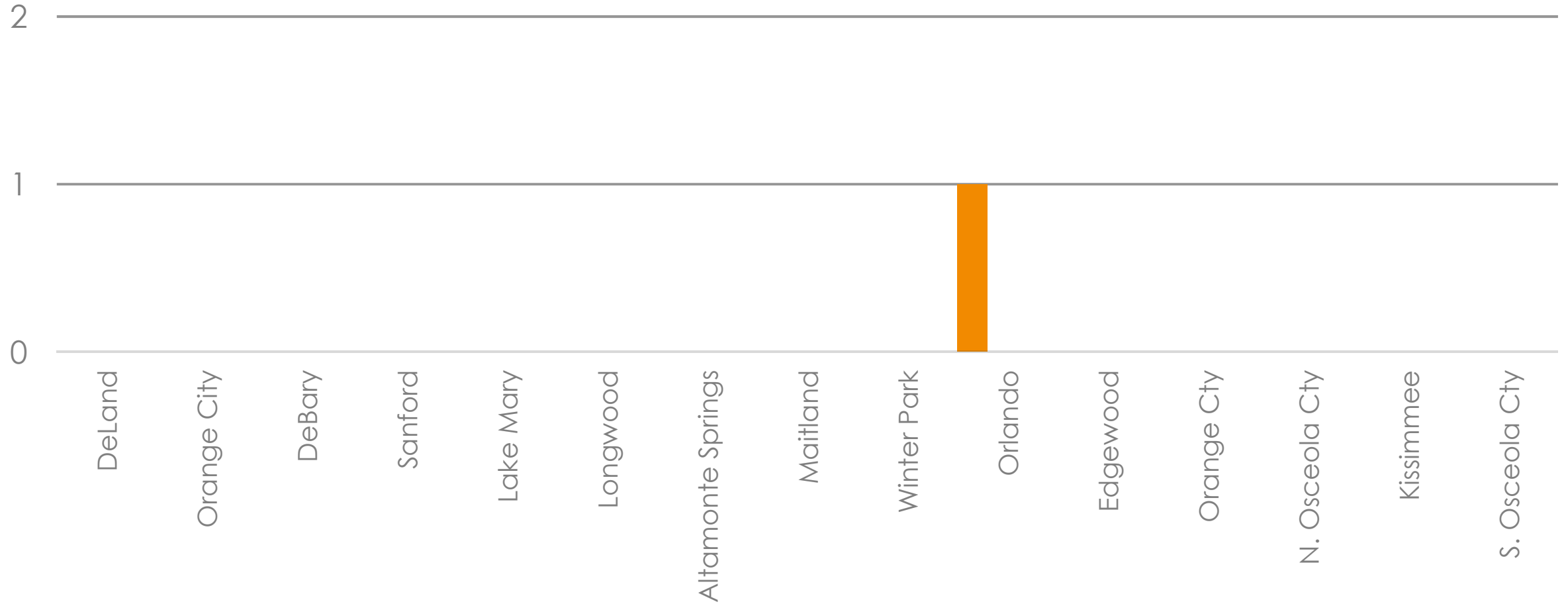
Note: Only categories with a value greater than zero are displayed and rounded to one decimal.





# REVENUE INCIDENTS BY CITY/COUNTY

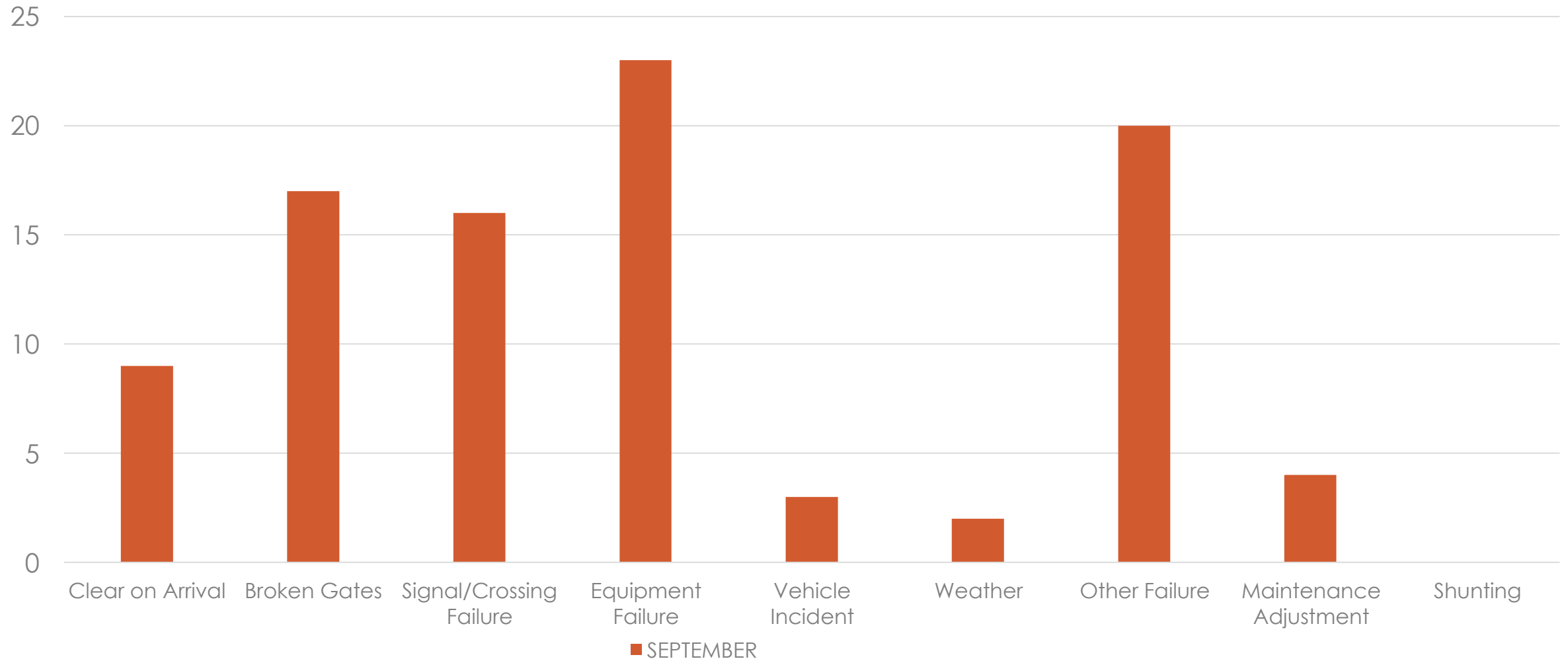
SEPTEMBER 2024





# CFRC SIGNAL SYSTEM INCIDENTS

SEPTEMBER 2024





# QUIET ZONES

JURISDICTION	STATUS
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established Additional Quiet Zone Locations – Taft-Vineland Rd – In-service testing November 1, 2024, to Nov 3, 2024
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