



# TECHNICAL ADVISORY COMMITTEE

FEBRUARY 12, 2025





Central Florida Commuter Rail Commission  
Technical Advisory Committee

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**Date:** February 12, 2025  
**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. Call to Order and Pledge of Allegiance**
  - II. Confirmation of Quorum**
  - III. Chair's Remarks**
  - IV. Approvals**
    - a. January 8, 2025, Meeting Minutes Approval
  - V. Public Comments**
  - VI. Reports**
    - a. Agency Update – David Cooke, Rail Administration Manager
    - b. Bus Connectivity
      - i. LYNX – Bruce Detweiler
      - ii. Votran – Bobbie King
  - VII. Informational Items**
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# Central Florida Commuter Rail Commission

## Technical Advisory Committee

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### VIII. Committee Member Comments

### IX. Action Items

### X. Next Meeting

- a. Next Meeting – March 12, 2025 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

January 8, 2025  
2:03 p.m.  
LYNX Central Station

## Attendees

Keith Moore, Winter Park Krista Taraszewski, Orange County Crissy Martin, Orlando Bill Wharton, Seminole County Michael Lopez, Lake Mary Miten Patel, Sanford Bobbie King, Volusia County Joseph Barker, DeBary Christopher Carson, DeLand	Tawny Olore, Osceola County John Booker, Volusia County Sarah Larsen, Metroplan Orlando David Cooke, FDOT Michael Carman, SunRail Sandra Gutierrez, SunRail Kim Hymes, SunRail Bruce Detweiler, LYNX
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## Meeting Minutes

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

### **Pledge of Allegiance**

**Quorum was met.**

### **Announcements**

- We will have election of officers today, so we this will be Chair Olore's last meeting as chair. She is thankful for having been given this opportunity, and it's been an honor. She knows the next chair will do a great job.
- Chair Olore has taken a different position. For the last five months, the region has had a Semiconductor National Science Foundation engine in Osceola County. We received a grant of \$160 million over the next ten years to build a semiconductor ecosystem across the Central Florida Region. We have 23 counties which extends from the west coast of Florida all the way to the east coast of Florida. Every person sitting at this table is part of that ecosystem. Ms. Olore stated she's the CEO and is now focused on building the semiconductor ecosystem, bringing high-paying jobs to the region. It's an exciting time for this region because of the whole nation, the Central Florida Region was selected as one of ten inaugural engines. The only semiconductor engines in the United States are being funded by this new program under the National Science Foundation. A lot of international and national companies are looking to come to Florida. Osceola County just signed an MOU with a South Korean company to relocate their global headquarters here bringing 600 jobs to the region (\$140 million investment). It's picking up in terms of different jobs. All of us want to see a diversification in our high-paying jobs. Although Central Florida doesn't have an employment problem; what they do have is people employed but still living in poverty. It's important for us to diversify our economy and I'm just privileged to be able to work on that project. Thank you for the opportunity.

### **Action Item:**

- Motion to approve November 6, 2024, meeting minutes passed unanimously.

### **Public Comment:**

- No public comments.



**Agency Update:**

**Presenter:** David Cooke

- Ridership Goal Reached
  - 2024 Ridership: 1,216,297
  - Monthly Average: 101,349
  - Increase over 2023: +12% attributed to return to the office and new events happening in the downtown area
  - Busiest Station: LYNX Central
- Rider Surveys – Your Voice Counts
  - Focus Areas
    - Survey 1 – 10/24 – City of Orlando and Orange County
    - Survey 2 – 1/25 – Seminole and Volusia Counties
    - Survey 3 – 2/25 – Osceola County and Orlando International Airport
  - Topics Include:
    - Work from home frequency
    - Adoption Mobile Ticketing App
    - Why they choose to ride SunRail
- Black Friday BOGO Success
  - SunRail features a Buy One, Get One (BOGO) Black Friday promotion on Friday, November 29<sup>th</sup>.
  - Riders who purchased one SunRail Ticket got to have a friend or family member ride with them for free.
  - Ridership saw a strong boost with nearly 5,200 customers – representing an 8% increase from Black Friday last year.
- Train To the Game Excitement
  - Train to the Game promotion has been a tremendous success and is continuing to grow in popularity.
  - There is a significant ridership boost on game nights with numbers consistently over 5,000 and several home games remaining.
  - Extended southbound service from Church Street Station at 11:06 PM is sponsored by the Orlando Magic in addition to the regular 10:30 PM northbound train.
- Holiday Promotions
  - 'Tis the Season to ride SunRail to events, unique shopping, seasonal shows, dining, two Bowl games and more!
    - Local Event Partnerships
    - Onboard Customer Appreciation Events
    - Station Holiday Features
    - December Ridership +17% over 2023
- On Time Performance close to 90% over October and November due to some of the work finishing up on the south end of the corridor where we were doing the double tracking as part of our CRISI grant.
- Still have some speed restrictions in the south end that is still affecting some of the on-time performance.
- On Time Performance Average – Oct-Nov 2024 – Goal=95%; Actual=89.42%; Contract=98.97%
- Above Average – On-Time 17 Days; 39 Operating Days; Ran 1,600 Trains
- Budget - Everything we're right in line with where we should be.
  - There are a few items, for example, our Wi-Fi that is still moving into the O&M phase. You'll start seeing some of those expenditures hitting the books.
  - On the revenue side, we're still down just a little bit from the CSX usage fees. Those should be coming back up as well.
- **John Booker:** Has the Department had final acceptance on the ticketing system?
- **David Cooke:** We are working towards final acceptance on the ticketing system but have not achieved final acceptance yet and will continue to work with the vendor to get to that point.
- **Joseph Barker:** Regarding the December 21<sup>st</sup> event, do we have any data on ridership for that day?

- **David Cooke:** Yes. We can provide that information.
- **Chair Olore:** When you're looking at the revenue, the CSX is down, but the Fare Box's revenue is down as well, which I don't quite understand since ridership is up.
- **David Cooke:** That's one of the things we've been looking at. I think some of it has been from some of our events, but also, we probably gave some fare relief during the fare implementation transition because of folks being able to transition to the new ticketing system itself. So that had an impact on it as well. We are looking into where we stand on the fare box. Keep in mind that this is by FDOT's fiscal year, so it started in July.
- **Chair Olore:** Overall, you're up 12% on the ridership?
- **David Cooke:** That includes the sponsored ridership events. That way if we have a Saturday service that picks up 6,000 riders, that's included in that total ridership number.
- **Chair Olore:** Those sponsored ridership events, where does that revenue come in?
- **David Cooke:** That goes directly to Alstom and our contract providers. We get a price for them to have crews available as well as fuel for the equipment. So, it's an at-cost line item. For example, if it's \$40,000, it's paid upfront basically to Alstom.
- **Joseph Barker:** The ancillary revenue is higher than budgeted by a significant amount. Would that have something to do with this discrepancy?
- **David Cooke:** No. The ancillary revenue comes from advertising and from our leases. It's a relatively small amount overall, but it's not related to the fare box.
- **Crissy Martin:** When you do make that change within the fare box and how you're doing the ticket, are there any best practices around the country when they started a new system that they found that there was a little drop off while people were trying to change? There may have been a little grace period there. I'm just wondering if there's a best practice around the country.
- **David Cooke:** Yes.
- **Chair Olore:** This presentation is more of a marketing presentation containing good information. In the future, we will produce a report on capital projects underway. There are some great capital projects the Department is doing, and David Cooke will report on next time. These are capital projects that will significantly say the Department is paying for the bridges and some of these new heavy maintenance facilities. We need to make sure that it is documented in these presentations as well as reported to the Governance Board because that's a lot and, we have a significant amount of money in the capital maintenance that has been put aside. We need to have a read out of those projects, how they're doing, if they're behind schedule, they're ahead of schedule, or what's going on. That will be a good transition as we move forward with new chair. It was one thing when FDOT was paying all the bills, but now that the locals are paying the bills, we have to report back to our constituents about those matters.
- **David Cooke:** Going forward, we will look at what all those capital projects are, those expenditures, and where they are in the different phases of planning/design/construction process as outlined in the capital improvement program.

**LYNX Bus Connectivity**

**Presenter:** Bruce Detweiler

- October of this year started our fiscal year. We are seeing an 8% increase in ridership compared to last year and November was 13% higher. The total for the fiscal year so far, we are at 6% higher than last year.
- **Chair Olore:** Is that consistent across the board with ridership for your system?
- **Bruce Detweiler:** Yes. For the month of October, we did see a little bit of a decrease in fixed routes and that was because of Hurricane Milton came in, swept through and ruined our streak of ridership increases. We're seeing that go back to stabilized in November and December is up as well.
- For October, the feeder route service saw 2% decrease for fixed route and a 19% increase in Neighbor Link. The Sand Lake station to the Airport corridor, which we made improvements to last year, is still seeing an increase in ridership. That was a 58% increase when compared to October of last year.
- For November, fixed routes are up 5%. Neighbor Link was up 35% overall. The Sand Lake station

to the airport corridor is still showing increases of 62% compared to last year.

- **Chair Olore:** In terms of the Neighbor Link service, is LYNX looking at more of an on-demand service to like what Votran has implemented not just for SunRail, but through your service?
- **Bruce Detweiler:** Yes. We are looking at different ways of providing that service. In December of this year, we are going to be making significant changes in Seminole County and Neighbor Link is one of those changes.
- **Chair Olore:** What is that going to be replaced with?
- **Bruce Detweiler:** It's unknown at this time. The county is looking at other options to provide that service.

**Votran Bus Connectivity**

**Presenter:** Bobbie King

- We spent several months toward the end of the year riding the SunRail routes, primarily to DeBary station, trying to figure out why our numbers weren't really going up or, or seem to be going down. We found current bus drivers of those routes were incorrectly classifying on the fare box, the riders for SunRail.
- Good news is that the numbers are significantly higher for November and December. November had 1,000 riders for the month at an average of 50 a day, and December was even higher at 1,500 at an average of 72. We had been reporting an average of 25 to 30 riders a day. I'm pleased to announce that it's a lot higher, I just wish I knew when it had changed.
- VoRide is our on-demand service where people call and request a ride directly to the SunRail station. Now we have both DeLand and DeBary on board for VoRide. We continue to see the ridership go up, especially at the DeLand station, because we don't have feeder bus service to the DeLand station. In November there was 166 VoRide users. In December it was 250, so that number continues to go up.
- The Circulator for the DeLand Station is paid for currently by the City of DeLand, 7 hours a day, 12:30 to 7:30 p.m., and they're looking to get people downtown DeLand. Those rides continue to go up as well. November was really good with 403 for the month with daily ridership of about 20 a day. We are talking with the City of DeLand about increasing the hours there, so we may incorporate some other routes with it, potentially by February. You'll see some different reporting with potential feeder bus/circulator coming in February.
- **Chair Olore:** When you mentioned DeLand, I was curious about how those boardings and alightings are doing there?
- **Michael Carman:** We are working on the automatic people counters (APC). We have people right now on board counting, going along with the count. We're getting ready to give that information to the FTA to be certified. We're close to having that completed.
- **Chair Olore:** Boardings are averaging about 125 at DeLand and DeBary is 325.
- **Michael Carman:** We've had really good ridership out of Volusia County since we started this, so it's been a great spot.
- **Chair Olore:** We are still doing okay with the parking, so we don't have to be thinking about expansion at this point.
- **Crissy Martin:** In a personal experience over the holidays, people were like, how are you doing? I probably had a dozen people who know what I do say, "We went up to DeLand and took SunRail all the way up there and then caught the circulator, and we didn't have to worry about it". I think when you're looking at your routes and figuring out where your points are that people would be interested in going is going to be essential. Because it's starting to hit the masses it's up there, it's just a train ride away, and once you're there, there's a way to get around.
- **Chair Olore:** DeLand is a great new place to explore and have lunch. It's a cute city.
- **David Cooke:** Where the pickup area is, and the bus drop off at DeLand is on the south side. If you're not really looking when you come off the train, most of the folks are heading to the north end toward the parking lot so you tend to follow the line. If someone is a new rider and gets off, they need to be going to the south side of the platform, closer to old New York Avenue and crossing at that location.
- **Question:** Is that a signage issue that we need to deal with?

- **David Cooke:** We added some additional signs up there, but I noticed that when I got off the train the circular bus was there. Which was a good thing, but also most of the people who get off the train are heading toward the parking lot and tend to follow where people are going. The main thing is they understand where the buses are for being picked up.
- **Chair Olore:** When you look at the boardings by station when we were planning the system, we always thought most of the ridership would come up from the south; there's only four stations. The top producing stations are Kissimmee Amtrak and the second one is Poinciana. Looking at origination stations, the 3<sup>rd</sup> one is Meadow Woods. Three of the four Phase 2 South stations are the leading stations. Then it goes to DeBary when it used to be Church Street, but LYNX has surpassed that now as the top destination station. It was always Church Street. It's interesting to see what's happening with this ridership, and I'd be interested to understand what has changed with LYNX versus Church Street.
- **Michael Carman:** When we started Phase 2 South and everything came on board, we were expecting ridership to pick up, which it did. It took from Sand Lake all those people coming from the south who didn't drive to Sand Lake anymore, they got on the stations at Kissimmee. The destination might have been downtown at Lynx, I really don't know.
- **Chair Olore:** Could it be UCF, transfers, or remnants of the pandemic? Some people are still working hybrid, and I don't know if all those towers are fully leased. It's interesting to know the history of what has happened with the ridership. The good news is it keeps rising; a 12% increase over last year is a good year. It shows the system is continuing to evolve, expand and gas hasn't reached \$4.00 a gallon again.
- **Michael Carman:** Since pre-COVID, this is our best year. Hopefully it's going to continue going upwards in terms of ridership.

**SunRail Transition Update**

**Presenter:** John Booker

- Last year the Department and the Local Funding Partners entered into an Operations Phasing Agreement which called for the locals to actually pay for the system. I am very happy to report on December 31<sup>st</sup>, we transferred \$13,836,085 to the Department and the wire went through successfully.
- The individual CFO Group had a tremendous amount of work that went into opening a bank account.
- A few days later, we transferred \$10 million to the Department and that was on the insurance.
- We are in a great position with the Department.
- Next week, the Department committee week starts in Tallahassee. As part of the presentation, the Department will have to one of the Senate committees, they will talk about the transition of operation or paying and ultimately operations from FDOT over to the locals. That's a great milestone we were able to achieve and again the respective funding partners CFO's did an exceptional job on this.
- As far as the Commuter Rail Commission Meeting, the Legal Services contract will be up and be voted on at the Commuter Rail Commission meeting on January 23<sup>rd</sup>. That will be an action item.
- You will see more action items coming in 2025 than you did in 2024, but there are still a number of things to do in order to ultimately take over responsibilities for SunRail.
- **David Cooke:** Wanted to echo what John Booker said with the CFO's for the various counties and city, as well as the attorneys who worked on all the agreements; great effort working through the holidays to get those transfers done. We do appreciate all the work that all the cities and counties obviously put into it. Just a tremendous effort and certainly we thank everybody.
- **Chair Olore:** I want to thank John Booker. This year was a tough year to have Volusia County be the chair. There was a lot of work to do with the SunRail Commission and you stepped up. We thank you for your leadership.



**Committee Member Comments**

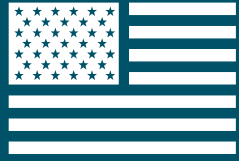
- No comments.

**Election of Officers**

- What this committee does is as the Chair rotates out, the Vice Chair takes the reins, and our Vice Chair is the City of Orlando.
- Nomination for City of Orlando to become the Chair of the SunRail Technical Advisory Committee. Motioned and seconded, motion passed unanimously.
- The Vice Chair would need to be from one member of the Local Funding Partners. Osceola has served, so we rotate to Seminole or Orange County. Seminole is slated to go into the Chair position, so it might be beneficial for a Seminole representative to be Vice Chair to help for this committee.
- Nomination for the Seminole Representative to become the Vice Chair of the Technical Advisory Committee. Motioned and seconded, motion passed unanimously.

Next meeting is scheduled for February 12, 2025, at 2:00 p.m., Lynx Central Station, Administration Building, Open Space Room

**Meeting adjourned at 2:40 p.m.**



# PLEDGE OF ALLEGIANCE

## (Please Stand)

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



# TITLE VI

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

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

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

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W E L C O M E







# CHAIR'S REPORT

TANYA WILDER - CITY OF ORLANDO







# APPROVAL

ADOPTION OF JANUARY 8, 2025 MEETING MINUTES







# PUBLIC COMMENTS







# A G E N C Y U P D A T E

DAVID COOKE



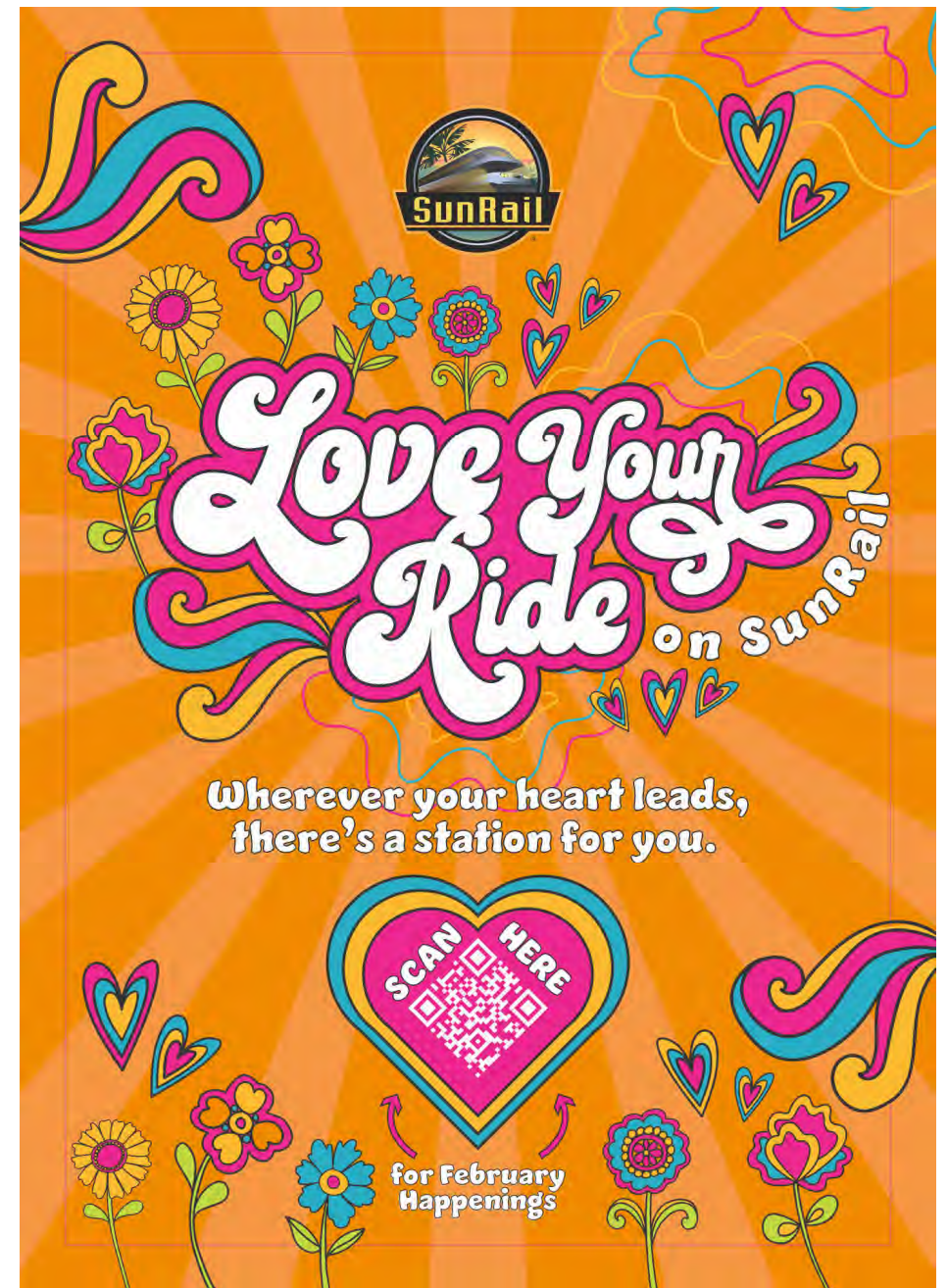




# LOVE YOUR RIDE!

SunRail is promoting all the ways to “Love Your Ride” this February with different 'Station Destinations' and themed categories to bring a little something for everyone.

- Romantics
- Adventurers
- Friends
- Foodies
- Families
- And more...







# CAPITAL IMPROVEMENT PROJECT UPDATE





**Beginning of P2S CRISI Double Track Project -  
Looking South at new Universal Crossover and  
Donegan Avenue Grade Crossing**

Donegan Avenue  
Grade Crossing

Drainage Improvements

Drainage Improvements

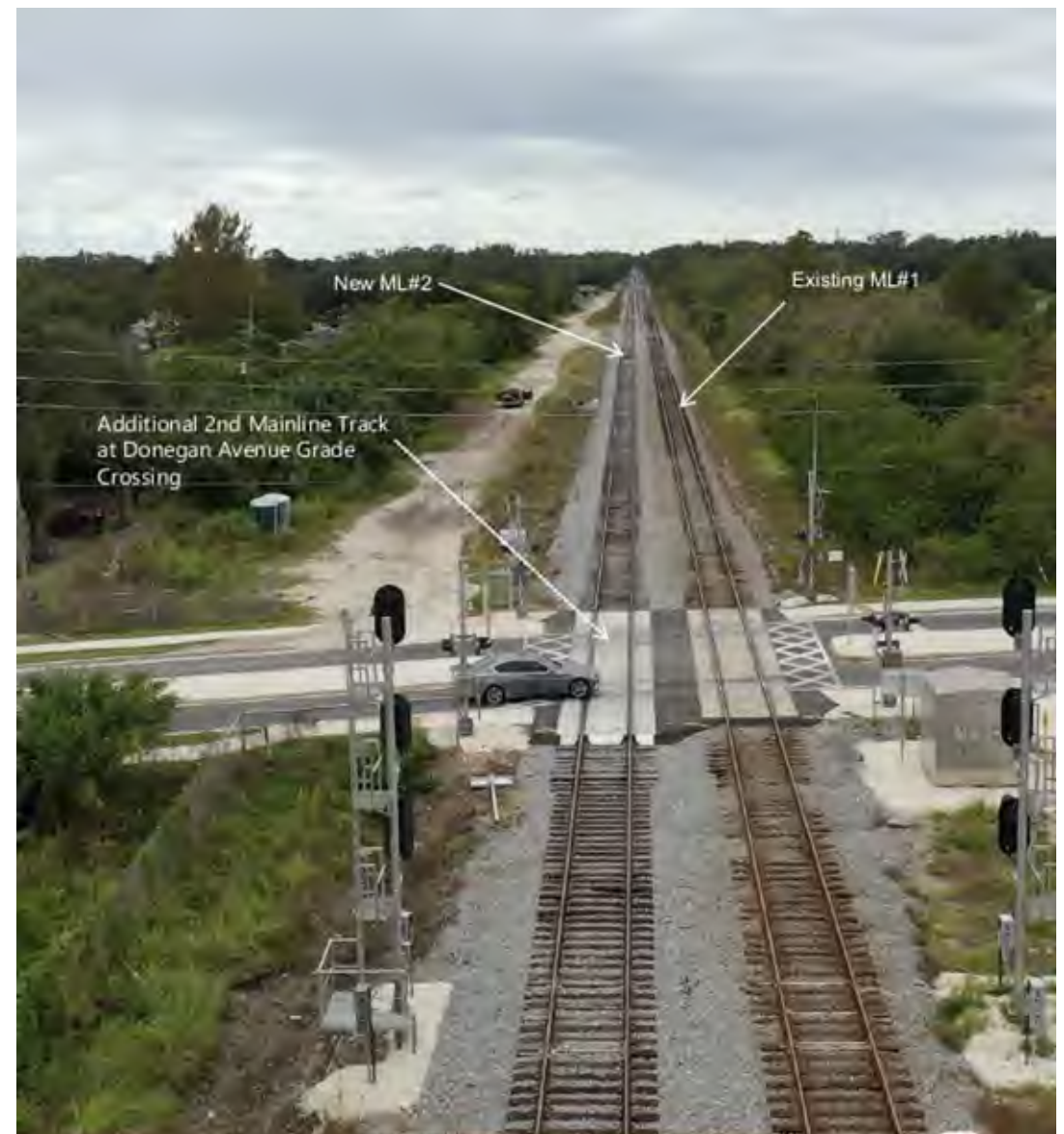
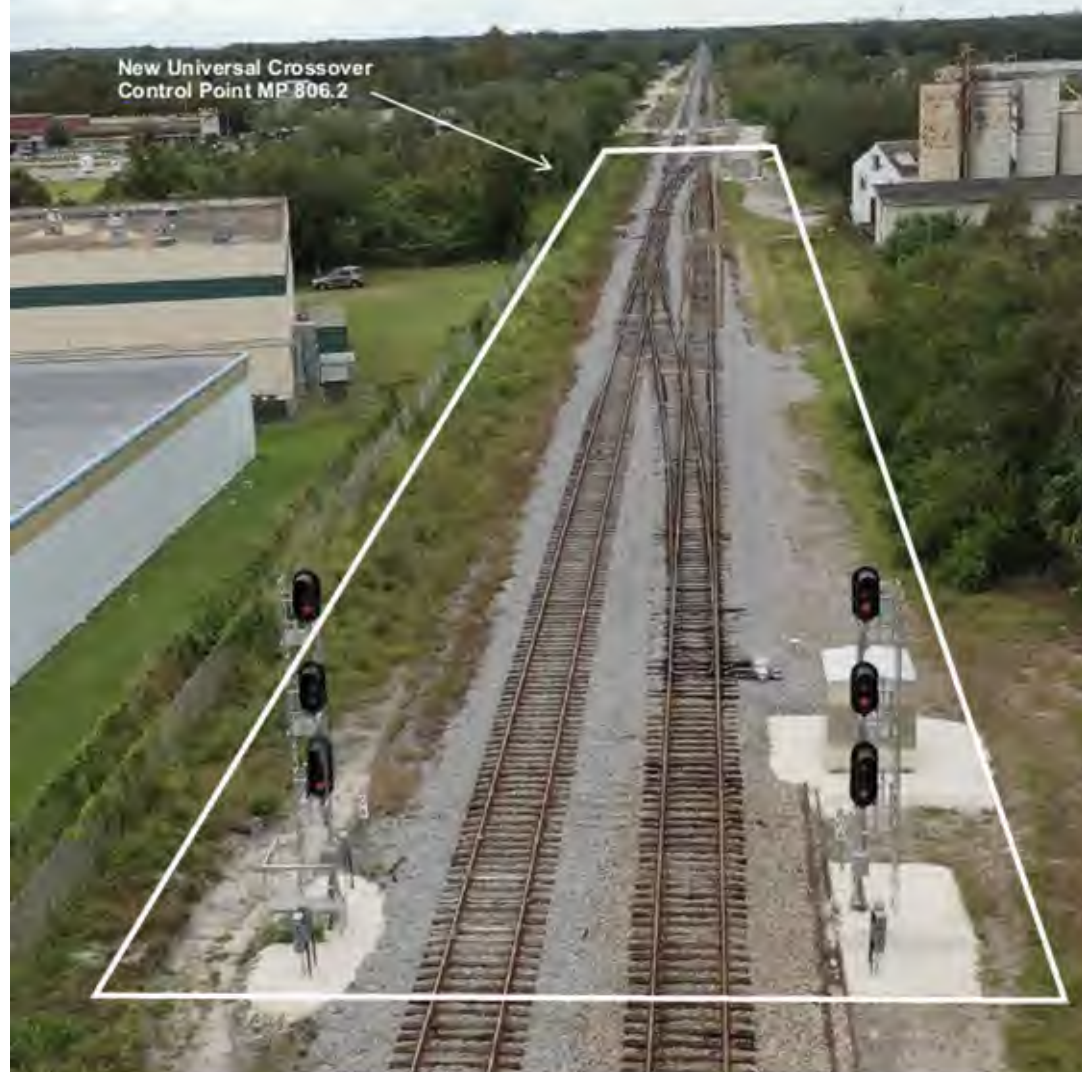
Installed 3 new No 20  
Turnouts to make Universal  
Crossover at MP 806.2

Existing Box Culvert MP 805.9





Looking South towards Donegan Avenue Grade Crossing





Looking South from Vine Street at  
Magnolia and Oak Streets





### Magnolia and Oak Street Grade Crossings



### Looking South from Oak Street





Looking South  
Towards Park Street  
Grade Crossing



Looking South  
at Park Street





Looking South from  
Park Street



Looking South at Neptune  
Grade Crossing - End of CRISI  
P2S Double Track Project







# ON-TIME PERFORMANCE

DECEMBER 2024

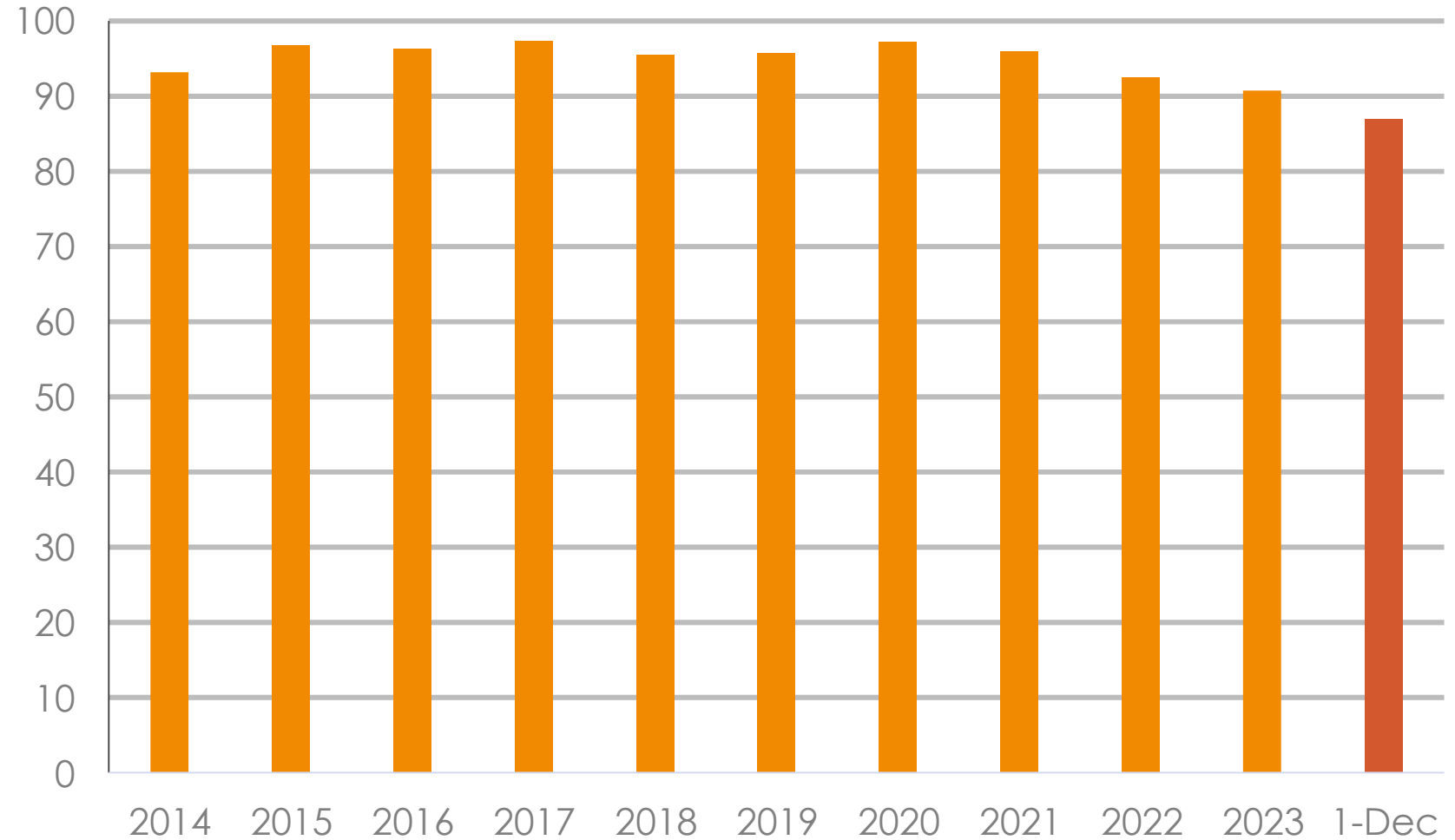
GOAL = 95%

ACTUAL = 87.02%

CONTRACT = 98.33%

## ABOVE AVERAGE

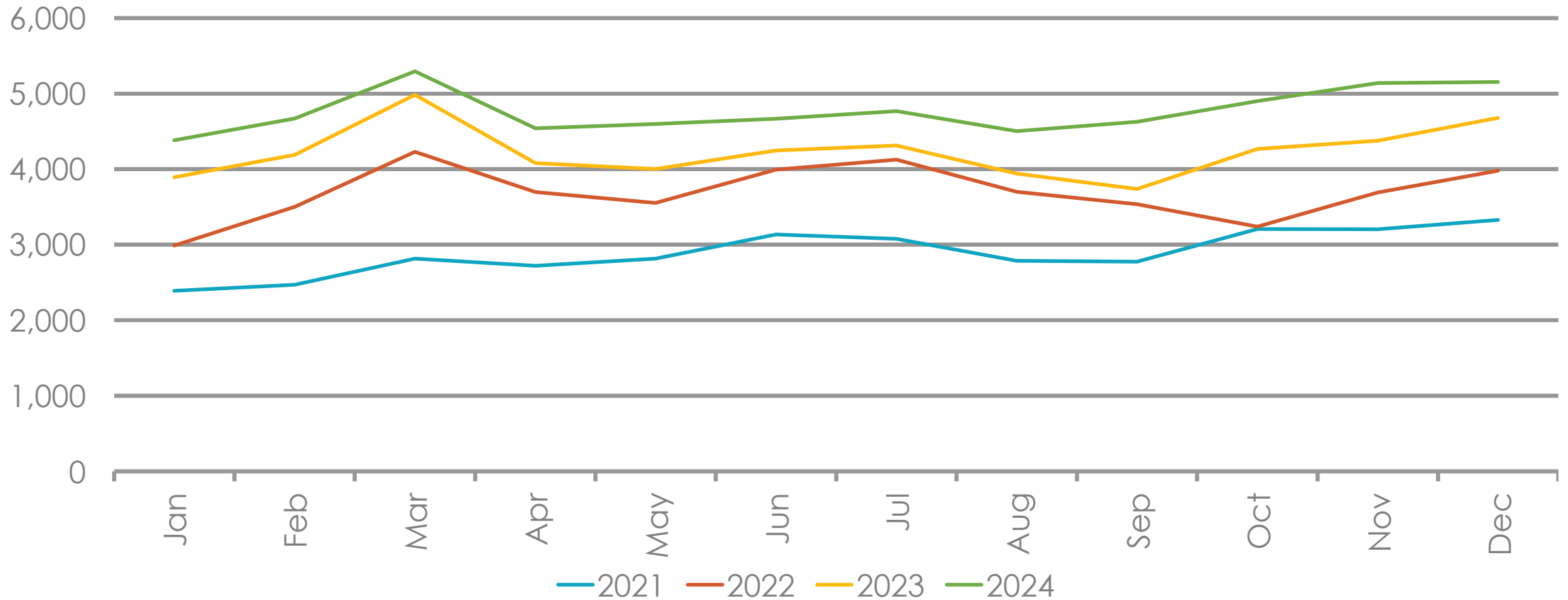
- On-Time 7 Days
- 21 Operating Days
- Ran 840 Trains





# AVERAGE DAILY RIDERSHIP

**Dec 2024 Average – 5,153**

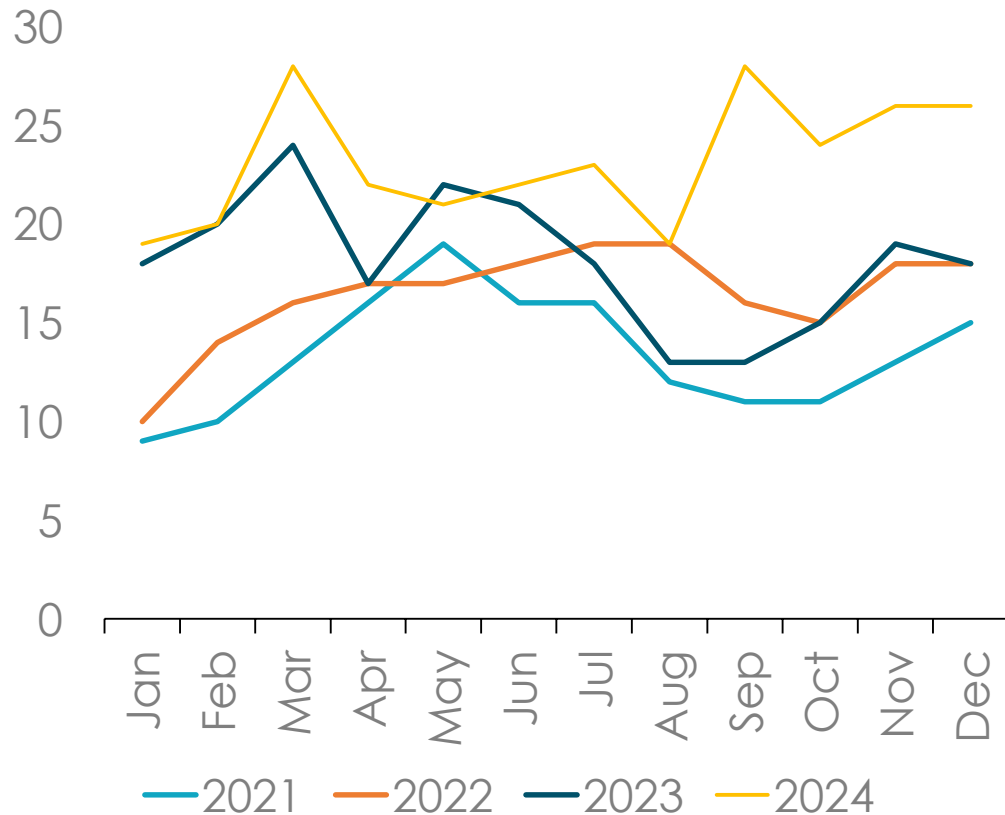




# ONBOARD STATS

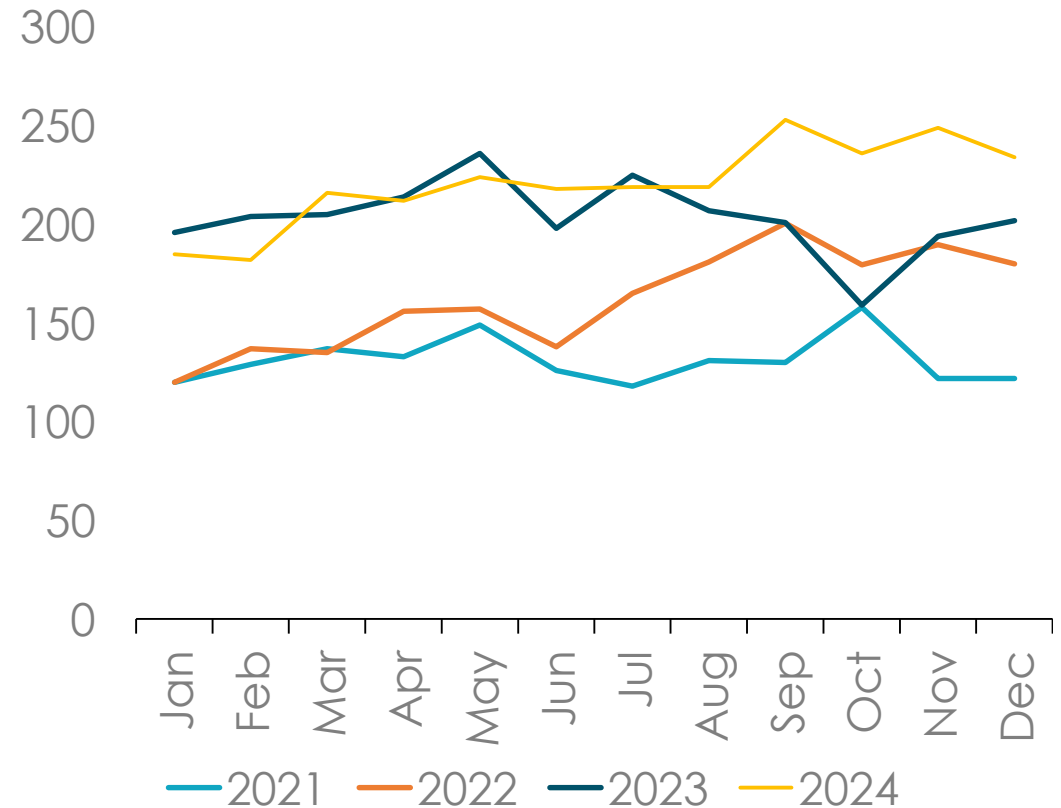
## ADA

Dec '24 Average: 26



## BICYCLE

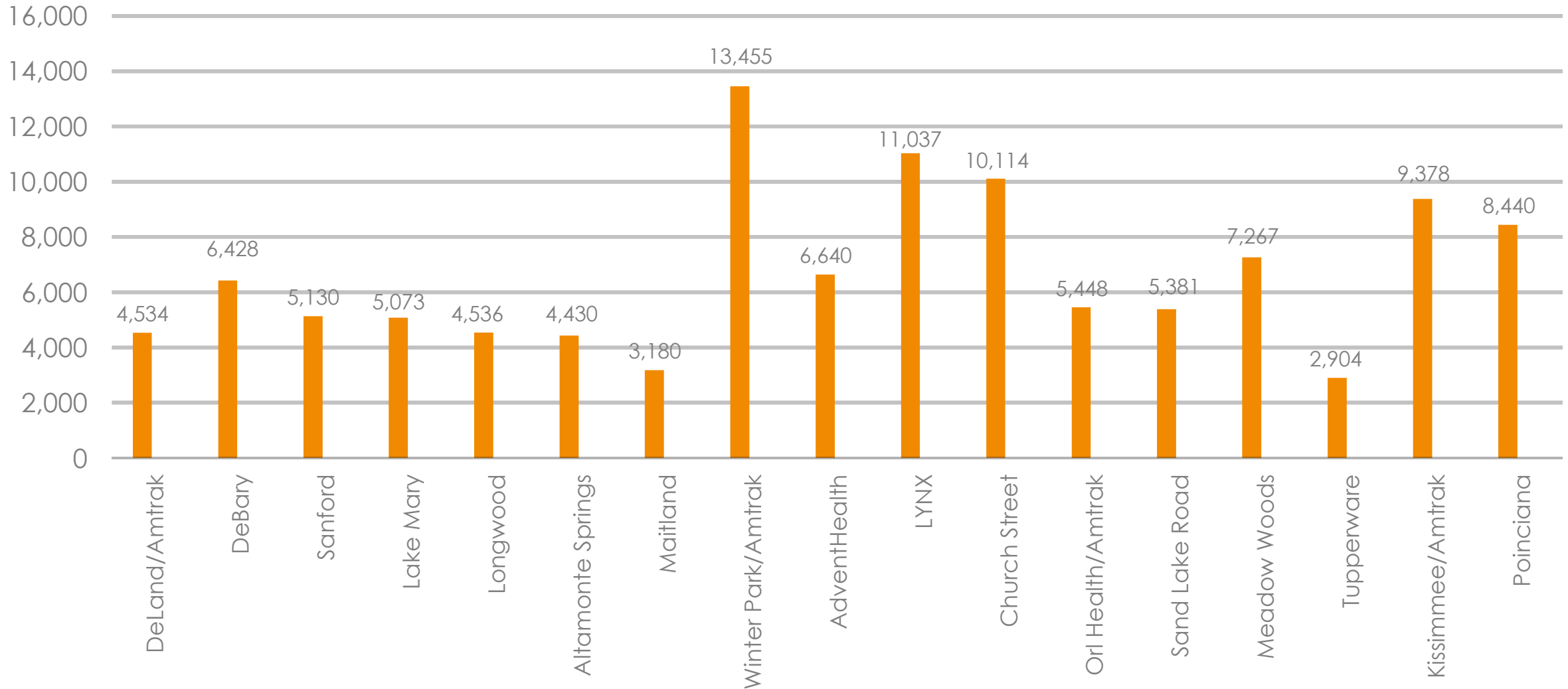
Dec '24 Average: 234





# BOARDING BY STATION

RIDERSHIP DECEMBER 2024







# FY 24/25 OPERATING BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 24/25 YTD Dec 31st, 2024	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$7,109,095	\$6,948,390
Alstom - Maintenance	\$17,239,721	\$8,619,861	\$8,424,316
Alstom - Incentive/Disincentive	\$1,572,896	\$786,448	\$636,068
moovel Fare Collection O&M	\$1,541,202	\$770,601	\$12,581
Herzog - Signal Maintenance of Way	\$3,958,813	\$1,979,406	\$1,908,294
WiFi and APC O&M, Cellular for Comms	\$315,000	\$157,500	\$0
Fleet Management Witronix O&M	\$105,000	\$52,500	\$51,373
Green's Energy - Fuel	\$4,100,000	\$2,050,000	\$1,485,975
Gallagher - Insurance	\$5,000,000	\$5,000,000	\$4,229,667
Amtrak/Alstom/Herzog - Preventative Maintenance	\$2,860,000	\$1,430,000	\$549,919
Alstom/Amtrak SOGR Heavy vehicle Maintenance	\$4,400,000	\$2,200,000	\$961,743
Banking, Merchant, and Armored Car Services	\$152,250	\$76,125	\$42,253
Station and Onboard Security	\$1,386,000	\$693,000	\$554,468
PTC O&M (Herzog & Alstom)	\$11,000,000	\$5,500,000	\$4,566,935
<b>Subtotal - System operating costs</b>	<b>\$67,849,071</b>	<b>\$36,424,536</b>	<b>\$30,371,982</b>
Consultant Support	\$12,800,000	\$6,400,000	\$7,280,497
<b>TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT</b>	<b>\$80,649,071</b>	<b>\$42,824,536</b>	<b>\$37,652,479</b>



# FY 24/25 OPERATING BUDGET UPDATE

OPERATING REVENUE	ANNUAL BUDGET	FISCAL 24/25 YTD Dec 31st, 2024	
		BUDGET	ACTUAL
Farebox revenue	\$2,205,000	\$1,102,500	\$890,832
CSX usage fees	\$3,525,648	\$1,762,824	\$1,495,645
Amtrak usage fees	\$988,769	\$494,385	\$618,064
FCEN usage fees	\$20,000	\$10,000	\$0
Right-of-way lease revenue	\$125,000	\$62,500	\$81,819
Ancillary revenue	\$323,580	\$161,790	\$293,147
<i>Subtotal - System revenue</i>	<b>\$7,187,997</b>	<b>\$3,593,999</b>	<b>\$3,379,506</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>\$26,693,999</b>	<b>\$26,479,506</b>







# LYNX CONNECTIVITY

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

LINK	December		Change	% Change
	FY24	FY25		
18	19,625	18,914	(711)	-4%
418	4,407	4,892	485	11%
155	598	536	(62)	-10%
306	2,216	2,033	(183)	-8%
604*	256	198	(58)	-23%
831*	662	869	207	31%

\* 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
	Dec-24	Dec-25		
11,42,111/311	74	107	33	45%





# VOTRAN CONNECTIVITY

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

Activity at DeBary Station	Fiscal year 2025												Annual Daily Average
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	
Days of Operation	22	20	21										63
Total Monthly Ridership	568	1,005	1,521										3,094
Avg Daily Ridership	26	50	72										49

Note: SunRail service was suspended 10/8/24 through 10/11/24 due to Hurricane Milton and Votran Service was suspended 10/10/24.  
 YTD: 19.7% decrease compared to same period last year



# 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

Activity at Stations	Fiscal year 2025												Annual Daily Average
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	
Days of Operation	22	20	21										6
Total Monthly Ridership - DeBary	11	13	21										45
Total Monthly Ridership - DeLand	93	166	249										508
Total Monthly Ridership - Both Stations	104	179	270										553
Avg Daily Ridership	5	9	13										9

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.





# DELAND SUNRAIL CIRCULATOR CONNECTIVITY

Votran DeLand SunRail Circulator Average Daily Boardings

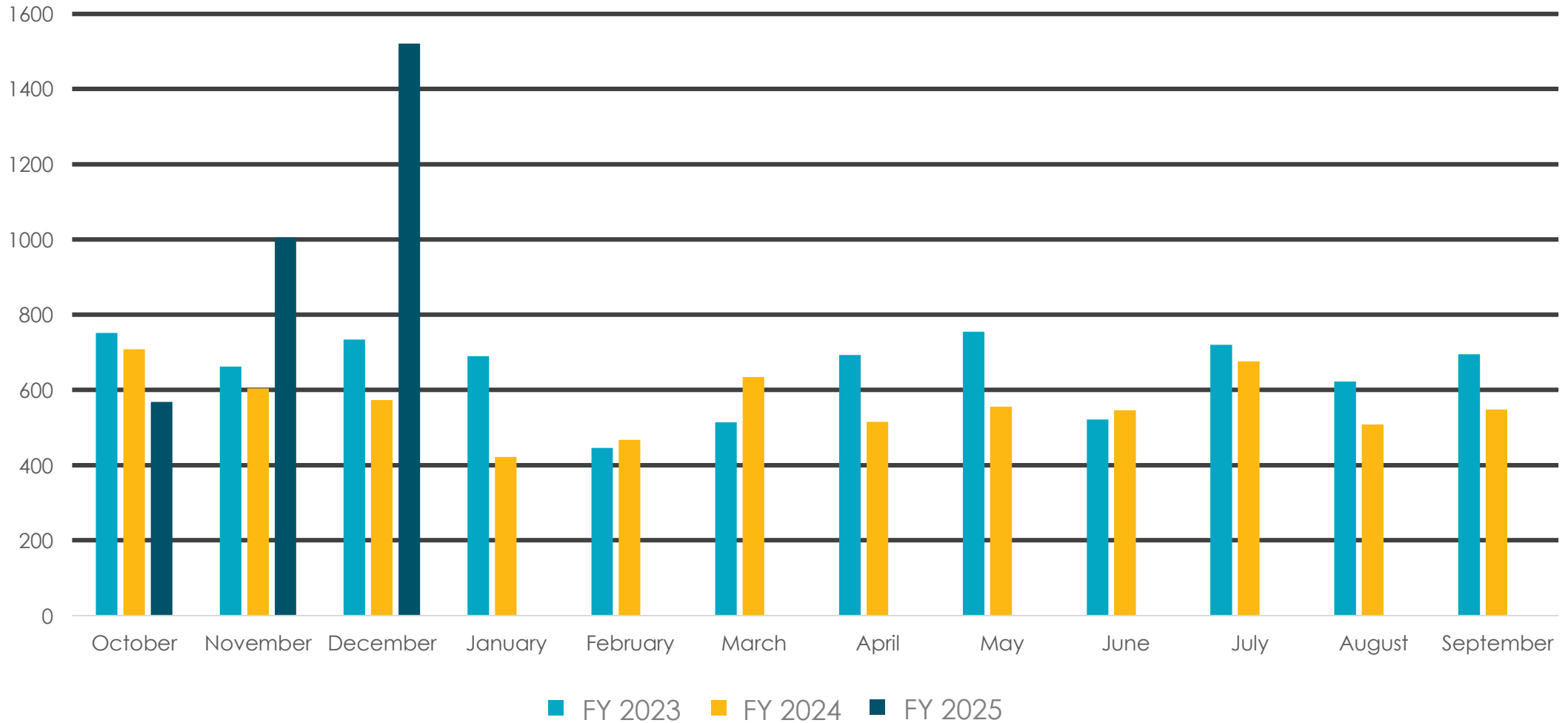
Activity at DeLand Station	Fiscal year 2024												Annual Daily Average
	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	
Days of Operation	0	0	0	0	0	0	22	22	20	22	15	19	34
Total Monthly Ridership	-	-	-	-	-	-	-	-	-	-	289	328	617
Avg Daily Ridership	-	-	-	-	-	-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

Activity at DeLand Station	Fiscal year 2025												Annual Daily Average
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	
Days of Operation	21	20	21										62
Total Monthly Ridership	341	403	314										1,058
Avg Daily Ridership	16	20	15										17

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



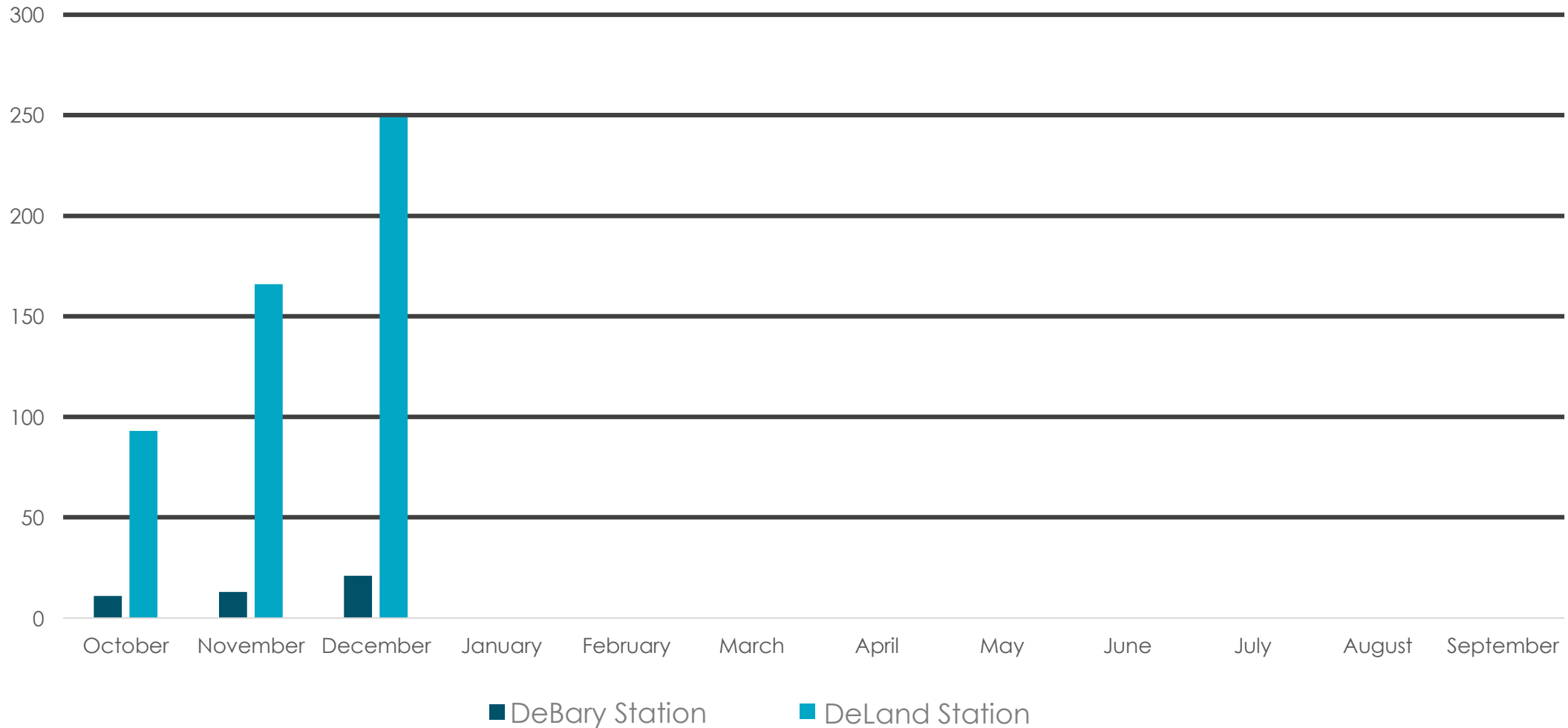
# VOTRAN CONNECTIVITY





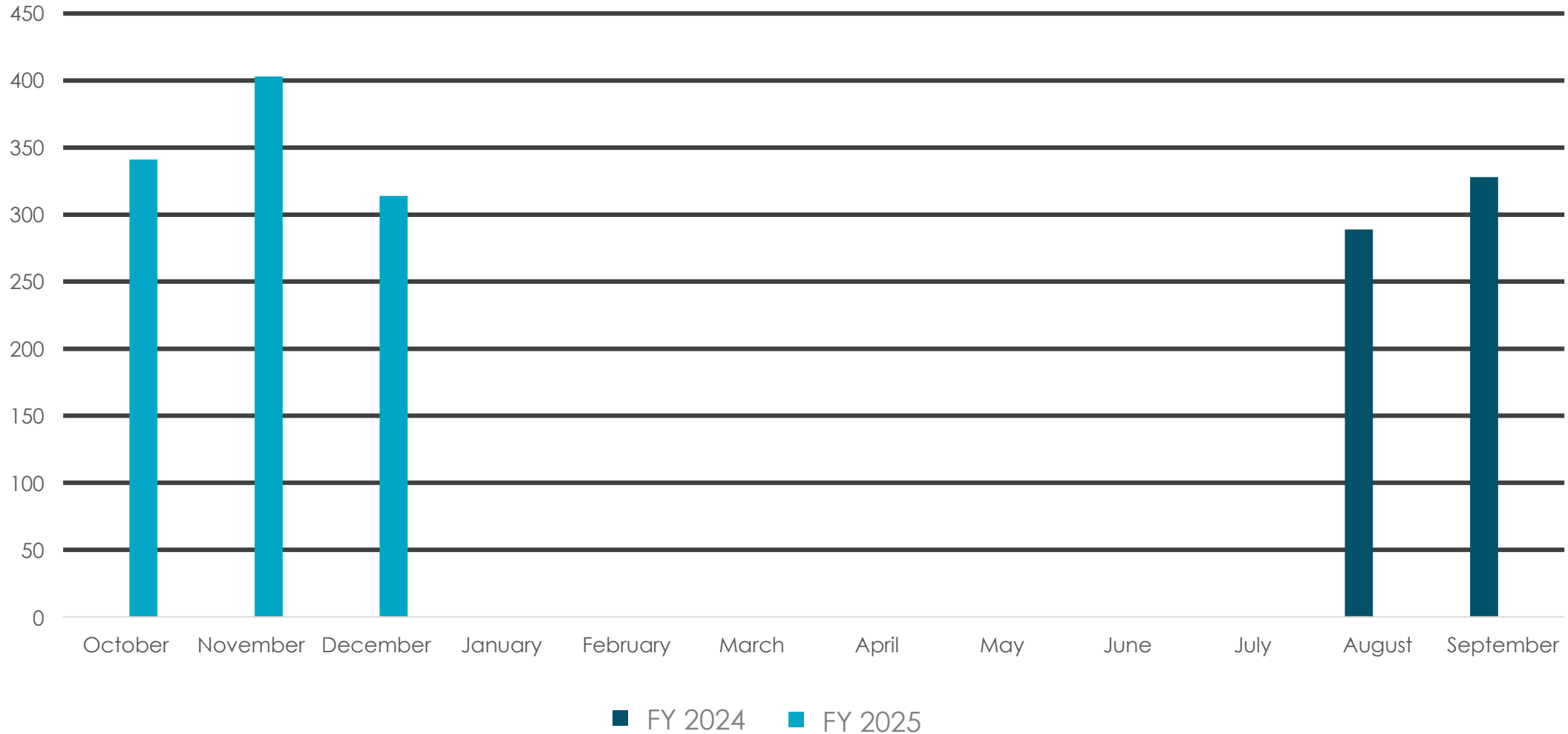


# VORIDE - SUNRAIL CONNECTIVITY- FY 2025





# DELAND SUNRAIL CIRCULATOR CONNECTIVITY



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





# COMMITTEE MEMBER COMMENTS



# NEXT MEETING

MARCH 12, 2025, 2:00 PM

Lynx Central Station

Administration building

Open Space Room





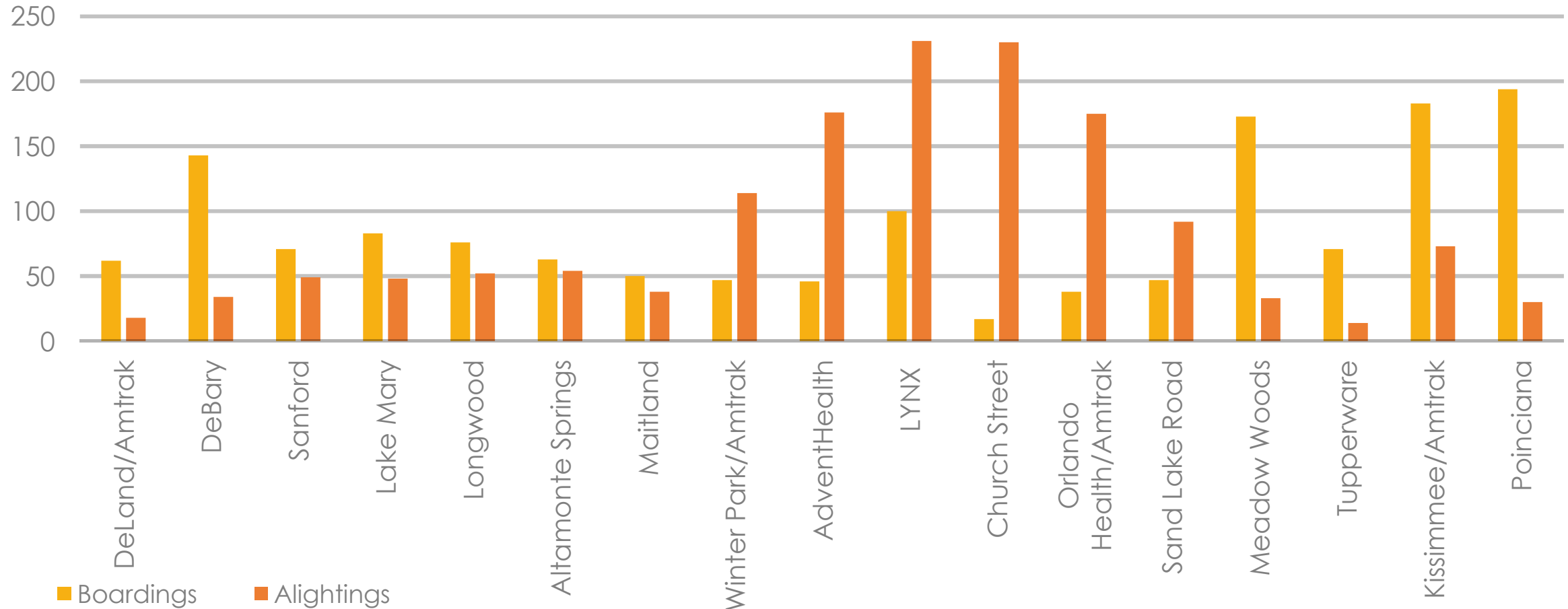
# SUPPORTING CHARTS AND DATA



# BOARDINGS & ALIGHTINGS

DECEMBER 2024

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

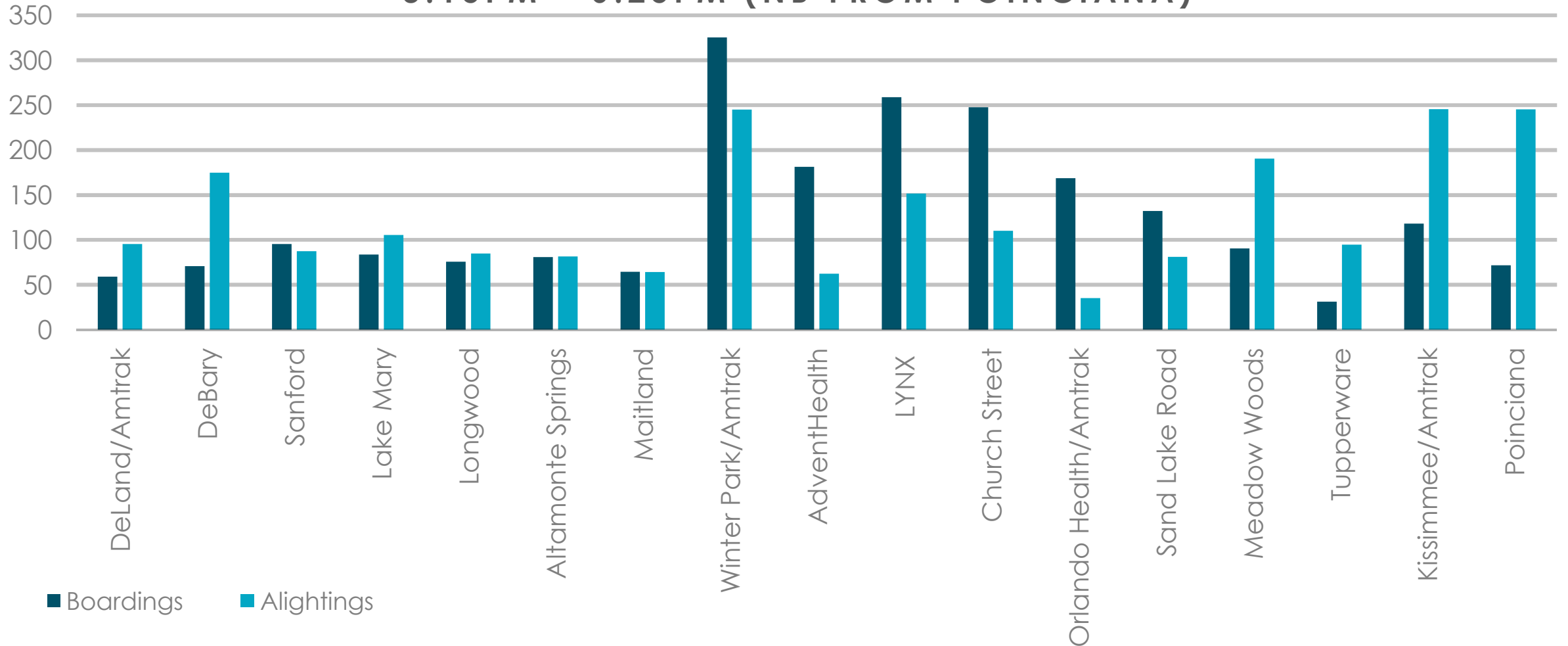




# BOARDINGS & ALIGHTINGS

DECEMBER 2024

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



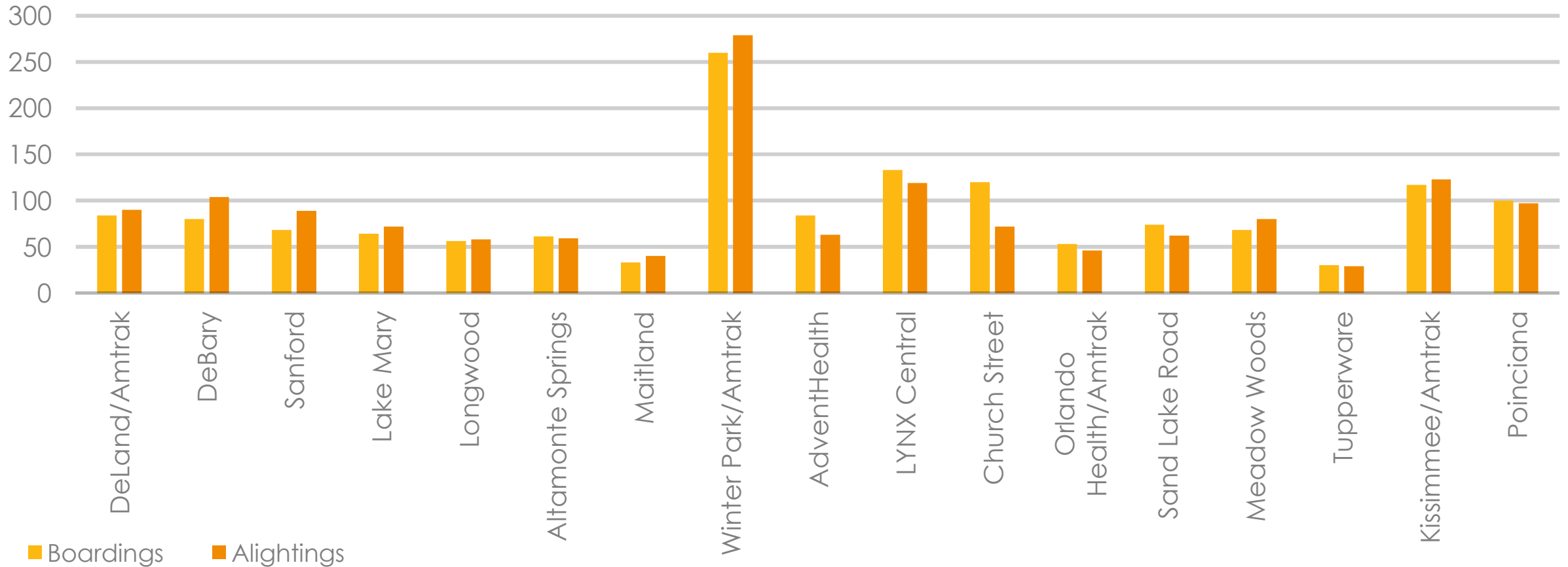




# BOARDINGS & ALIGHTINGS

DECEMBER 2024

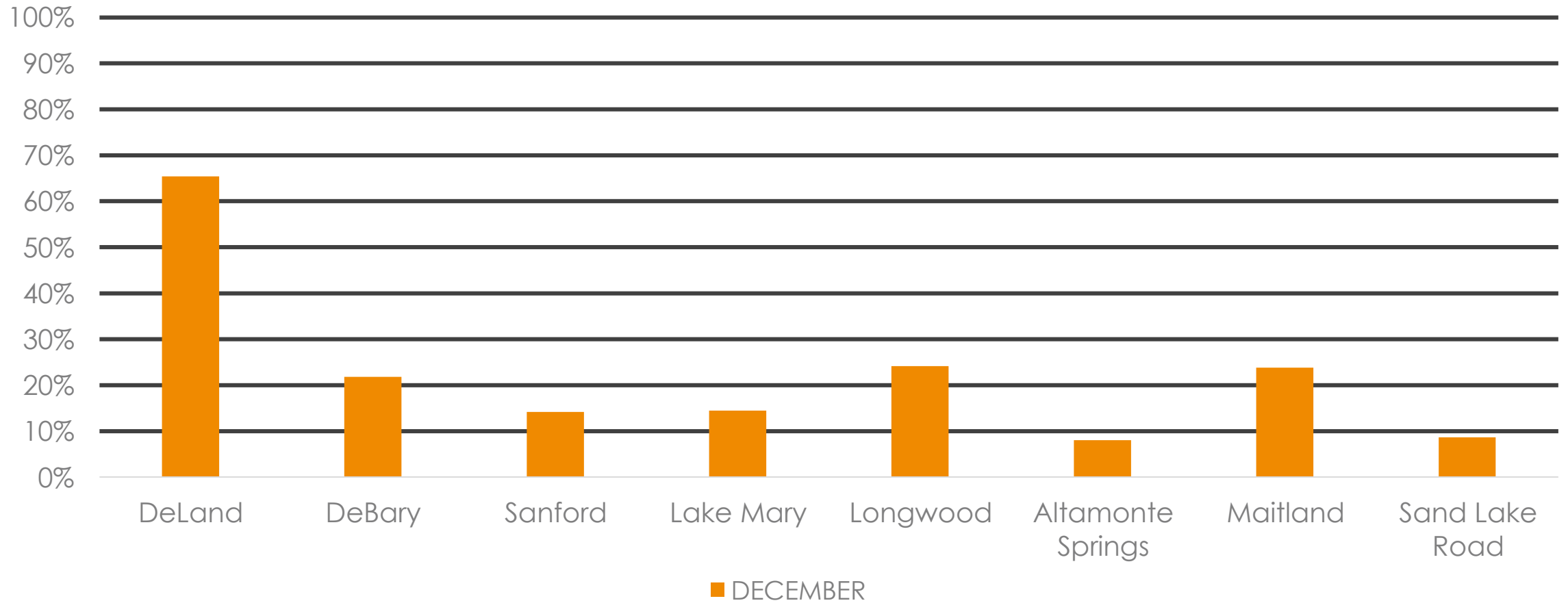
**OFF PEAK**  
**10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)**





# IOS STATION PARKING

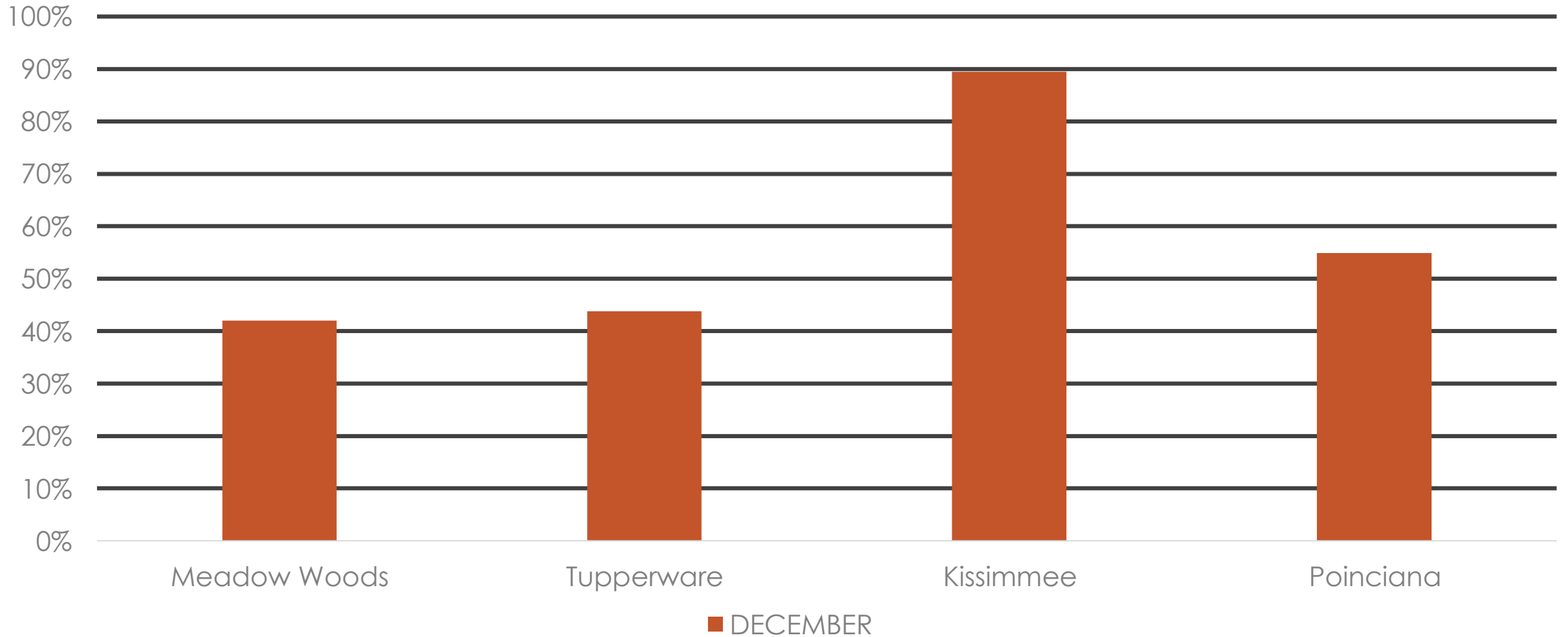
DECEMBER 2024





# SOUTHERN EXPANSION STATION PARKING

DECEMBER 2024

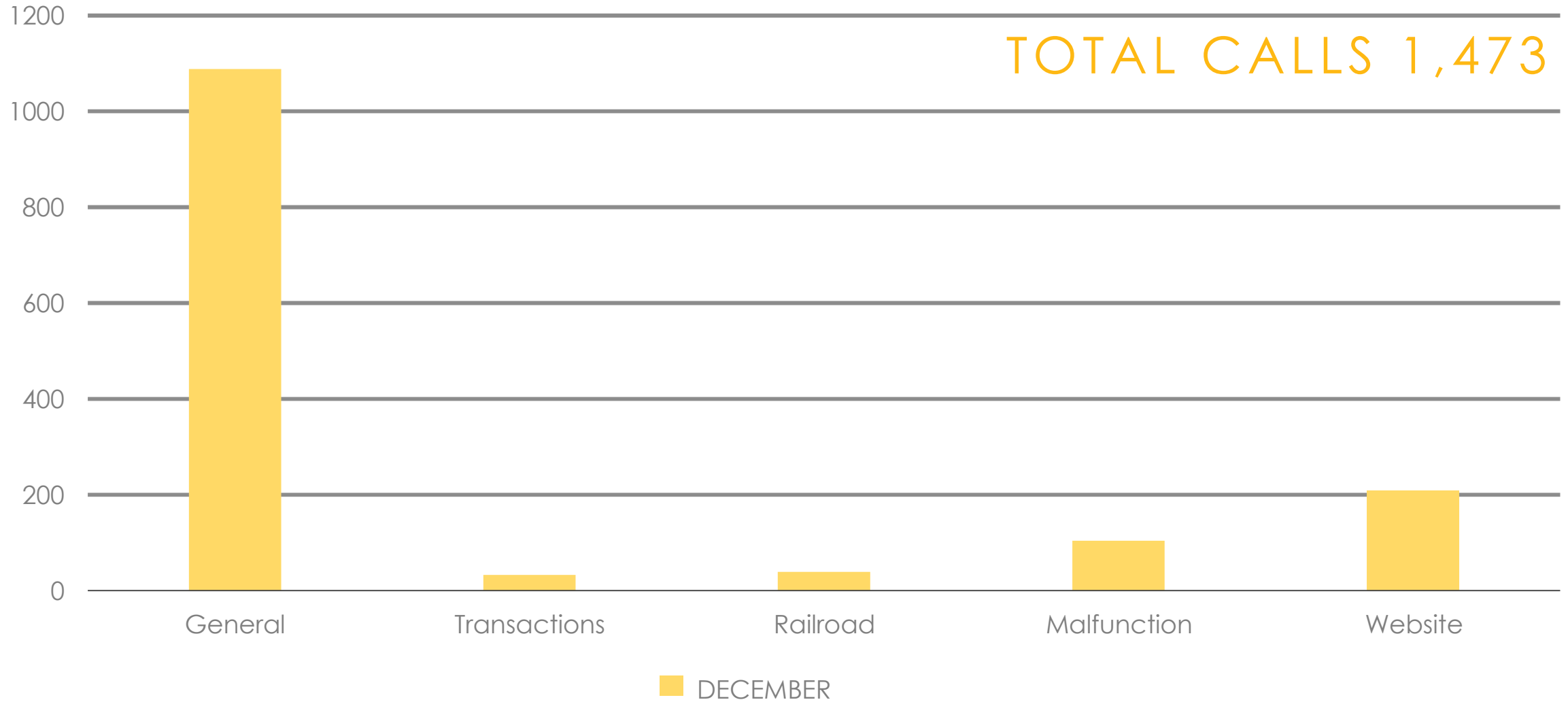






# CUSTOMER SERVICE CALLS

DECEMBER 2024





# TRAIN PERFORMANCE DETAIL

DECEMBER 2024

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	731	87.0%
Late	105	12.5%
Annulled	4	0.5%
Total Trains Operated	840	100.0%

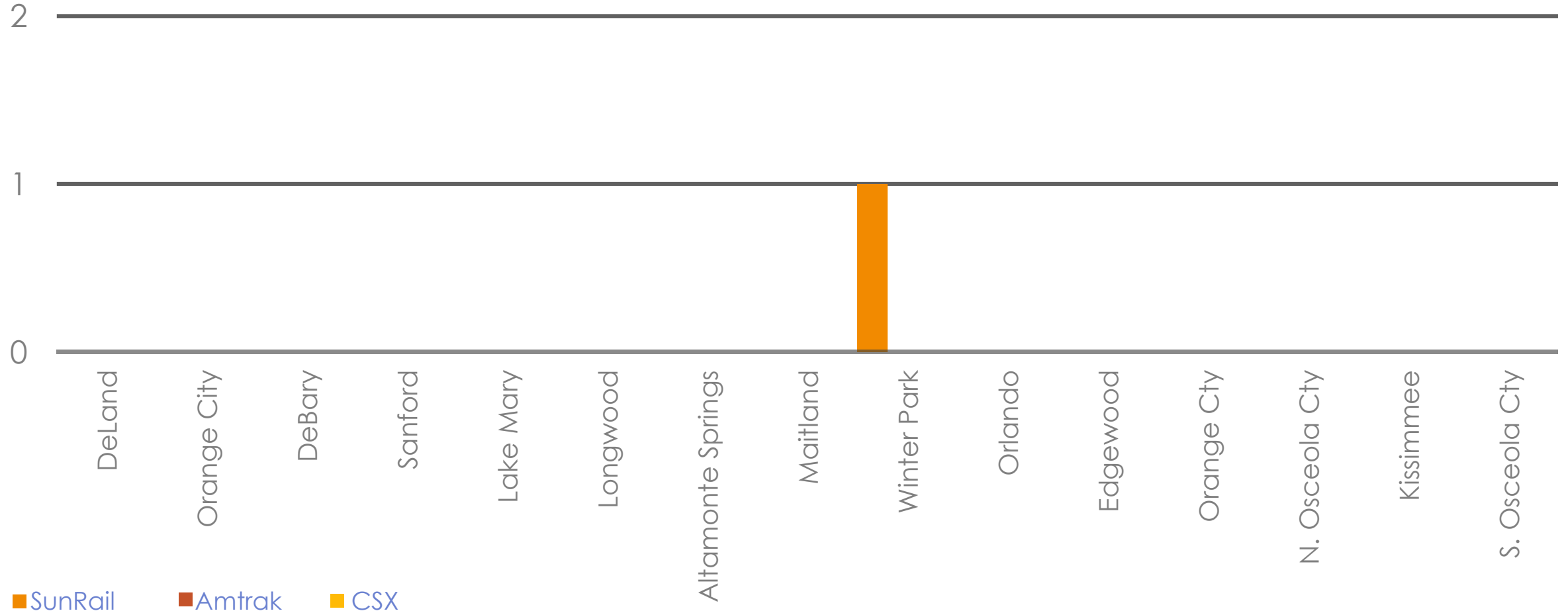
PERFORMANCE DETAIL	Days	Trains	Percentage
Efficiency Testing	1	1	0.1%
Maintenance of Way	8	27	3.2%
Mechanical	6	13	1.5%
Other	4	14	1.7%
Passengers	3	7	0.8%
Signals & Components	11	27	3.2%
Train Interference	9	12	1.4%
Trespasser/Grade Crossing/Near Misses	4	8	1.0%
Total (Rounded)		109	7.6%

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



# REVENUE INCIDENTS BY CITY/COUNTY

DECEMBER 2024

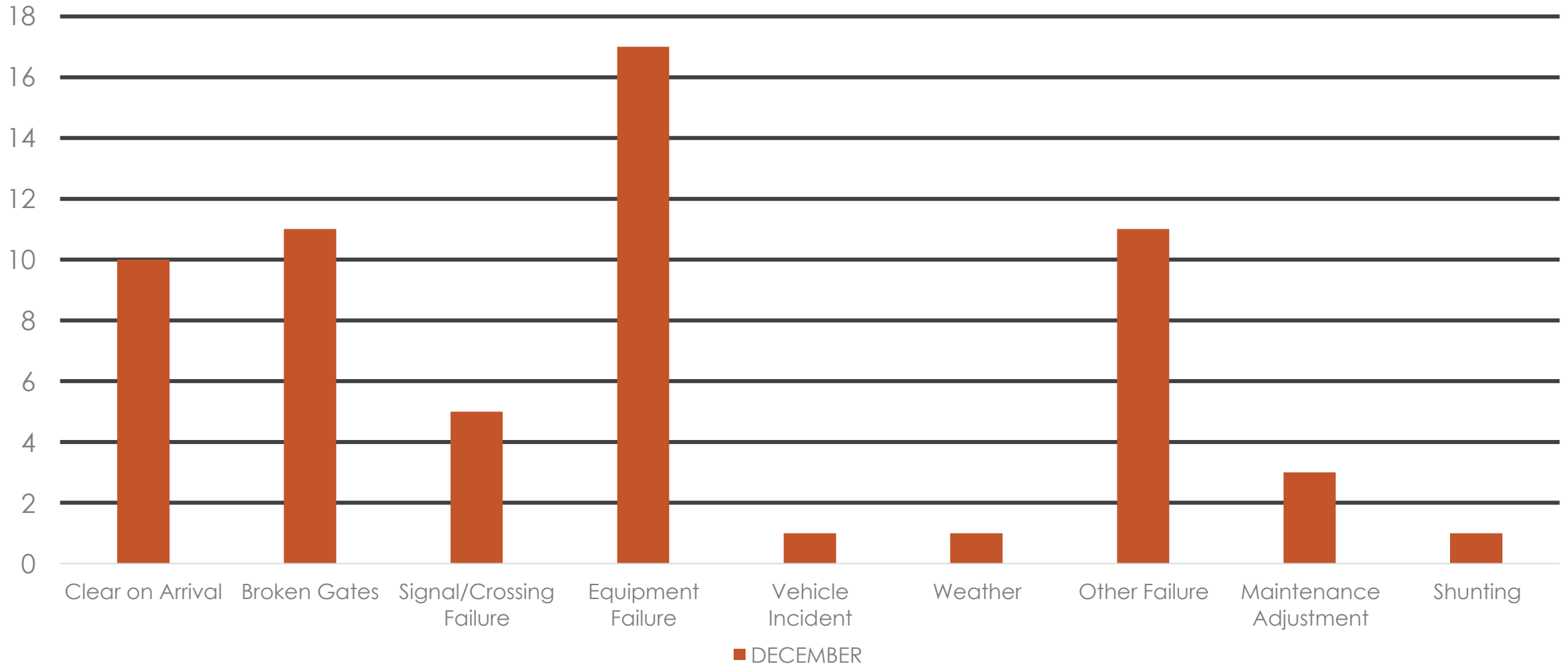






# CFCRC SIGNAL SYSTEM INCIDENTS

DECEMBER 2024





# QUIET ZONES

JURISDICTION	STATUS
Edgewood	Quiet Zone Established
Orange County	Quiet Zone Established Additional Quiet Zone Locations – Awaiting Establishment
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
Volusia County	Awaiting Establishment

Local communities may apply for quiet zones and information is available on the “About” page at [SunRail.com](http://SunRail.com)

