



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

APRIL 24, 2025





Central Florida Commuter Rail Commission

Date: April 24, 2025

Time: 1:30 p.m.

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

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance**
- II. Announcements/Recognition**
- III. Confirmation of Quorum**
- IV. Approvals**
 - Adoption of March 27, 2025 CFCRC Board Meeting Minutes
- V. Public Comments**
 - *Those joining in person will be permitted to approach the podium in the LYNX Board Room and speak for up to 3 minutes.*
- VI. Reports**
 - SunRail Technical Advisory Committee (TAC) Update – Tanya Wilder, Chair
 - SunRail Customer Advisory Committee (CAC) Update – Luis Nieves Ruiz
 - 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

- Rail Safety Presentation – Charles M. Heffinger, Jr. P.E.

VIII. Action Items

- Sunshine Corridor PD&E Study Presentation; Request approval to move forward with PD&E Study on the Sunshine Corridor – David Cooke

IX. Board Member Comments

X. Other Business

- Next Meeting – May 22, 2025

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

March 27, 2025
1:30 p.m.
LYNX Admin. Building
455 North Garland Ave.
Orlando, FL 32801

Attendees:

Chair, Seminole County Commissioner Amy
Lockhart
Vice Chair, City of Orlando Mayor Buddy Dyer

Secretary, Orange County Mayor Jerry Demings

Board Member, Volusia County Council Chair
Jeff Brower
Board Member, Osceola County Commissioner,
Viviana Janer

Minutes

The meeting was called to order by Chair Amy Lockhart at 1:30 PM

Pledge of Allegiance and Confirmation of Quorum

Approvals:

Presenter: Chair Lockhart

Adoption of the meeting minutes from February 27, 2025, passed unanimously.

Public Comments:

Presenter: Chair Lockhart

- Joanne Counelis, 324 Clermont Ave, Lake Mary, FL 32746: I'd like to have 24-hour bus and train service, including holidays, weekends and holidays, and add bus stops in areas that don't have it yet and need to have it now. Disabled people, like me, need to have the Access Plus card for the train and the bus so I can ride the train every day I need transportation. The buses need to be running every 15 minutes for everyone.
- Maria Triscari: I am the President and CEO of the International Drive Resort Area Chamber of Commerce which represents the I-Drive corridor. We are home to over 150 lodging facilities encompassing 54,000 hotel rooms, hundreds of restaurants, attractions, six major theme parks – soon to be seven with Epic Universe opening in May – and we employ over 100,000 employees. We're home to 25,000 residents and growing, and we're also home to the world-renowned Orange County Convention Center, the major economic engine. I-Drive corridor serves as the economic hub for the southwest region providing jobs and economic growth with over \$6 billion in new projects planned. The I-Drive Chamber of Commerce wants to thank the Florida Department of Transportation and the tremendous leadership of this board for your collective efforts and time and contribution to the Sunshine Corridor's PD&E Study. The vision of this project began five years ago when we saw the tremendous opportunity at hand for an east-west route to extend both SunRail and Brightline operations. We believe the Sunshine Corridor will be a game changer for our region and provide a much-needed mass transit system for residents, employees and visitors. Thank you all for your leadership and bringing mass transit one step closer to fruition and supporting the Sunshine Corridor PD&E Study.

Agenda Item: Reports – Technical Advisory Committee**Presenter: Crissy Martin**

- The Technical Advisory Committee met on March 19, 2025, with a quorum.
- Agency update was provided by David Cooke with FDOT. With over 5,000 riders daily and numbers continuing to rise, we are encouraged that Local Funding Partners have taken the next steps to expand the SunRail system to the airport and beyond getting their individual boards to sign off on the PD&E local funding agreements.
- Additional reports received were updates from supportive transit services from LYNX and Votran, and two informational items were heard – (1) one a capital plan overview and (2) a budget presentation with FY25/26 budget at just under \$74 million with five-year projections.
- Thank you to the team from FDOT, Volusia County, and Tawny Olore for their diligence in reviewing and guiding the budget process.
- Encourage anyone who wants to learn more about the accomplishments and initiatives of SunRail to join us for our next TAC April 9th meeting at 2:00 PM at LYNX.

Agenda Item: Reports – Agency Update**Presenter: David Cooke**

- Presidents' Day Success!
 - SunRail heavily marketed normal service on Presidents' Day, Monday, February 17th, encouraging riders to visit family-friendly destinations during their day off from school.
 - This effort led to one of the highest ridership days in recent years at nearly 7,000 riders for a 44% increase over 2024.
- Central Florida's Spring Break!
 - Spring Break 2025 was bigger and better than ever on SunRail for all schools in Orange, Osceola, Seminole, and Volusia counties which occurred March 14th-21st.
 - SunRail created the perfect opportunity to introduce fun reasons to ride such as Choo-Choo to the Zoo, the new DeLand Station, charming Downtown Kissimmee, and the Winter Park Sidewalk Art Festival.
 - Ridership over the six days soared to close to 46,000, which is a 28% increase from last year. The largest ridership day was the last day of Spring Break on Friday which included the Winter Park Sidewalk Arts Festival with large crowds that day.
- Choo-Choo Excitement!
 - Choo-Choo to the Zoo returned for another successful spring break offering riders free shuttle service from the Sanford Station to the Central Florida Zoo and Botanical Gardens.
 - Riders also received 20% off single-day admission when showing their SunRail fare at the admissions window.
 - Choo-Choo had about 1,920 in ridership, which is more than double from last year.
- Average Daily Ridership – February 2025 Average – 5,405
 - Saw about a 16% increase over last year
- On Time Performance – February 2025 – Goal=95%; Actual=86.88%; Contract=98.38%
 - The actual OTP is still lagging and we're looking at measures to bring that back up. Lots of work going on in the corridor and some of it is related to speed restrictions, issues with gates and the gates being hit, and an increase in traffic overall.
- Above Average – On Time 4 Days; 20 Operating Days; Ran 800 Days

Agenda Item: Reports – Lynx Connectivity**Presenter: Bruce Detweiler**

- For February 2025, we saw a 3% increase in connectivity ridership and for FY25 we're showing a total 2% increase.
- For feeder bus service, February had a combined decrease of 6% for fixed route and a 45% increase on Neighbor Link. The service from the Sand Lake Station to the Airport corridor had a 32% increase as compared to last year.
- We're excited to announce a new connection between SunRail and LYNX. The Link 311 is a route that currently operates between the airport and Disney Springs and makes several stops along the way – Sand Lake SunRail, Florida Mall, Universal Boulevard, and Destination Parkway. Beginning April 20th, the 311 is going to be extended to serve Universal's new Epic

Universe Resort and its three new hotels. This change will further expand the connectivity between LYNX and SunRail and offering convenience service from the Sand Lake Station to Epic Universe for both workers and visitors in the region. Service will be provided at 30-minute frequency seven days a week with an estimated travel time of about 30 to 35 minutes to Epic Universe from SunRail. This change does continue to build on the spirit of partnership and provides even greater connectivity options for the Central Florida region.

Agenda Item: Reports – Votran Connectivity

Presenter: Bobbie King

- The first slide shows our feeder bus service for the DeBary Station. The last few months you can see it's been in the thousands with a pretty good holiday increase in December. We're averaging about 55-56 riders a day.
- The next slide shows our micro transit service that provides rides for both stations. The DeLand Station has approximately 200 a month with a few for DeBary. We are averaging about 11 rides a day for both stations.
- The last slide shows our DeLand Circulator. This ended in February, so this last month the numbers were pretty good at 434. We did change that to an all-day bus, so next month we'll have a full month's worth of data to present for the all-day service.

Agenda Item: Informational Items – Tentative Budget FY25-26

Presenter: Lorie Bailey Brown

- The CFO's have worked together these last few months to bring the banking contract together and move the funds, and we're happy to embark on the budget for FY25/26 and bring it to you today.
- There's a three-page budget handout that makes up the CFCRC tentative FY25/26 budget. There's a center column that includes all the FDOT revenues and expenditures highlighted in blue. In red, we have outlined a comprehensive budget that includes the CFCRC budget with the FDOT revenues and expenditures for a complete look at the commuter rail system.
- This slide shows the complete look, the total summarized budget for the tentative FY25/26 budget for the CFCRC. The combined picture is what we're presenting. We're comparing the FY25/26 tentative budget to the FY25/26 estimated budget as provided in the Local Funding Agreement which was projected from the current year budget of FY25. These are the totals. The important note is that the total system budget includes \$10 million from appropriated fund balance for the state of good repair that will be made in the current fiscal year.
- Here we're presenting the revenues provided by FDOT. There's an increase primarily attributable to new capital funding and a \$1.2 million increase in grants and other revenues.
- Here are the revenues presented comparatively for the Local Funding Partner contributions estimated for FY26 and the agreement and proposed for the FY26 tentative budget. The contributions are calculated as the balance of funding necessary for the project consistent with the Locally Funded Agreement of the current year. Interest earnings are a new item, and it's estimated based on cash proceeds in our new bank account and the \$10 million dollars that will be depositing here soon. Lastly, you'll see the appropriation of those funds and fund balance.
- Operating expenses covered on two slides and are detailed as provided by FDOT for comparison. The estimated budget included 3.5% escalation from the amounts provided in the FY25 budget for contracts, except insurance which was escalated at 5%. The total operating expenses increased \$2.2 million from the estimated \$79 million to \$81.5 million. This is primarily due to the \$2 million in contingency requested by FDOT for emergencies. In addition to operating expenses or capital maintenance expenses which we will go over on the next slide, the self-insurance contribution of \$250,000 is consistent with prior year and a newly added internal operating expenses for contracted services and administration as recommended from the CFO's to allow some operating budget within the CFCRC budget for things you intend to do in the next fiscal year. A new \$500,000 contingency reserve and the cash maintained from the state of good repair funds are presented here and \$2 million we're expecting to take into the budget during the fiscal year.
- This slide presents the detail of the capital maintenance requested funding. This is more detailed than was provided for the estimated FY25/26 six capital maintenance. That's why we

don't have the comparative presentation. In total, the estimate was \$15,147,000, a variance of \$3,966,401 which FDOT is anticipating additional FRE funding to offset that increase. This was shown on the revenue slide as a new revenue source for additional capital funding. There is an overall decrease in capital maintenance budget requested of \$296,000. Key budget considerations included in this budget are the \$2 million contingency added this year for emergencies and we noted here the utilization of the state of good repair funds over five years. The utilization is consistent with the current budget and will smooth the contribution of capital maintenance over time. A more rapid utilization would provide a greater offset to the annual contribution; however, a five-year utilization is consistent and reasonable.

- This slide is a breakdown of the annual funding contribution by the Local Funding Partners. The total \$63,478,598 is \$1.6 million greater than the \$61.7 million estimated for FY26 and the LFA. This is due to the increase in operating support of \$1.2 million, minus the capital maintenance decrease of \$300,000 plus the additional \$750,000 for internal operations and the pro rata share of the annual contribution is consistent with prior year as estimated in FY26. There was very little change in the ridership to affect that.
- This slide presents the total CFCRC portion of the consolidated budget in total of \$73,728,598.
- Finally, the recommendation is to approve the tentative budget for the CFCRC in the amount of \$73,728,598 contingent upon approval of the Local Funding Partners governing boards.
- **Amy Lockhart:** I was questioning some of the insurance items. I saw we had Gallagher for insurance and then we have an additional \$250,000 for insurance and we had submitted \$10 million last year for our catastrophic reserve for the self-insured retention. We're hoping to get an update on exactly where that's being held, what type of interest it might be earning, how that's all coming together and how this \$250,000 and that \$4.5 million in that \$10 million all give us the coverage that we want to have.
- **Secretary John Tyler:** We are working on that. The \$250,000 was an assumption or recommendation by the CFCRC partners to include in the budget assuming there might be a drawdown of that \$10 million dollars. So far today there has not been one, but that was the recommendation of the partners to include an additional \$250,000 assuming that there might have been a \$250,000 reduction over the course of that fiscal year. In terms of where that money is being held, my understanding is it's being held in a separate escrow account. It's separate from the operating funds that the CFCRC provides. It's being held in trust, so to speak. We'll have to get back to you on the interest that is being earned.
- **Amy Lockhart:** I think it would be helpful for us to have that included in the regular financial updates. It may not be necessary for us to continue to add \$250,000 a year if it's in the account earning interest and we're not paying out. We can keep track of what that experience might look like. If there's consensus from the board to add that to our financials, that would be great. Is anybody opposed to that? No. Fantastic.
- **Amy Lockhart:** Related to consultant support, there was an 18% increase from \$9.3 million to \$11 million. It was explained to me yesterday that it has to do with the staff who are doing a wonderful job with our marketing and our platform attendance. I had asked for additional clarification on what exactly is included and if for some reason we decided we didn't want to fund that, what would that mean to the operations? I'm not sure I understand exactly why it's gone up 18%, so I would like justification for that.
- **Secretary John Tyler:** You're absolutely right; our understanding as well is the \$9 billion dollars estimated by the partners last year did not fully account for the ambassadors as well as the marketing. It was strictly focusing on the engineering and technical expertise, but that's not all the consultants' support that we utilized to run the train. That \$11 million does encompass that, but we will provide a comprehensive breakdown.
- **Amy Lockhart:** That would be wonderful, thank you.
- **Amy Lockhart:** Lorie, I think you're going to have to help me if there is another question that I'm omitting.
- **Lorie Bailey Brown:** I believe the \$2 million contingency new item in this year's budget was something that we have been discussing so far and understanding.

- **Amy Lockhart:** The additional \$2 million in contingency I understand for emergencies because we have been relying on FDOT 's deep pockets for contingencies up to this point, but that is something new and I was looking for some background and actuals to compare to the estimated and the tentative. Looking at tentative and budget is great, but if you can look back at actuals that really helps you to be able to project better what your true needs are going to be. I had asked if we there would be an opportunity, even though our budget timelines don't align exactly for FDOT to come back to us with some actuals so that we might be able to do a true up at some point before our individual budgets kick-in in October. That was another request I had.
- **Secretary John Tyler:** We will provide that. For the benefit of the other board members, the purpose of the contingency is to account for unforeseen issues that we're going to encounter along the way. We encounter those every single year to some extent or another. For example, in 2024 we had a couple of hurricanes. Some did damage, some not so much. Some caused damage and once power was restored, it fried some traffic signals and crossing arms. I don't know if you remember the day, where the gates went down in Seminole County for a couple of hours because that's the failsafe. When there's no power, the gates come down. Those types of repairs are the unforeseen things that we must be able to respond to promptly to get the train system back in operation. The FDOT has covered those expenses in the past largely out of the contingencies that we hold from one fiscal year to the next. In this budget cycle, we felt it appropriate to include some form of contingency. It's hard to put a specific number on it because we don't have that strong of a trend of what the unforeseen will be. We do know they're possible and they do happen from time to time. The \$2 million was largely a judgment call from my perspective based on the size of the program and what we might encounter over the years for comparable. On our construction program, we generally try to hold on to around a 6% to 8% contingency. \$109,000 is about 2% of \$2 million. I don't know if it's enough, but it's a place to start and we'll certainly provide some context of what we've experienced in the past. I think the more the commission, as well as your technical experts, understand what we do to operate the railroad and what it takes is only going to make us stronger as an organization. We'll be glad to follow up with that.
- **Amy Lockhart:** As we are starting to roll this over, and this is our first year of taking over the financial responsibility of this piece, I want to make sure I have a great baseline and we all have all the information we need so moving forward we have the advantage of all the history you have had that we're just now starting to work with.
- **Viviana Janer:** I'd like it if you could forward a full capital maintenance project list to all the board members breaking down those numbers. I saw they were in in buckets and categories. I would like to see where those capital maintenance dollars are forecasted to be used. Would like a breakdown of any savings that are going to be realized in the budget year, hopefully, and how they could be allocated to future year budget. That would make a difference in our contributions. I know that you probably don't have that available yet, but a guesstimate as to when that would be available. It seems like there potentially might be some savings realized which is always a good thing.
- **Secretary John Tyler:** We will provide our capital maintenance plan. The way we handle capital maintenance is we start the year with the plan. We're out inspecting the track and the vehicles every day. Every single day it's being looked at. When we see something that we need to address, we modify that capital maintenance plan. We start the year thinking we're going to do this amount of work on the track, this amount of work on the stations, this amount of work on the signals, this amount of work on the locomotives, and then that plan starts to change based on the conditions that we're finding. We can certainly give you the best idea of what our plan is at this point, as well as the actual expenditure. That goes to your second point, the savings. We are still operating the train accounting on a state fiscal year basis which we've got three roughly three months left in our fiscal year. Once we get to the end of our fiscal year, we'll be able to pinpoint precisely where those savings are, if there are any savings to be able to apply to a final budget, because this is tentative. One of the things the Chairman and I talked about is potentially coming back in July after the end of our state fiscal year to do a true up to show you where did we end the year and are there any savings that can be rolled forward and potentially lower this amount.

- **Viviana Janer:** I think that's an excellent point, and July is good. A final statement on the reserve for contingency. As somebody that used to do project cost accounting, I totally understand the need for it. Two percent does seem low, but hopefully it's enough. Like you said, we must start somewhere. I'm surprised it wasn't in there originally.
- **Amy Lockhart:** This was a tentative budget presentation, and the final will be coming back to us in July.
- **Secretary John Tyler:** The purpose of this tentative budget was to allow the five governments to go back with a number you can use to confidently start your budgetary planning process.
- **Amy Lockhart:** What are we coming back to by May 15th as a deadline for something?
- **Secretary John Tyler:** I believe it's for this budget.
- **Lorie Bailey Brown:** May 15th is the date on which the Local Funding Partners have to confirm their amount to the CFCRC. If they have any objections to the budget, that's their deadline to notify the CFCRC.
- **Buddy Dyer:** So, you're looking for an affirmative or not objecting?
- **Viviana Janer:** There's an action item listed as an informational item but isn't this directly attached to the action item?
- **Amy Lockhart:** The informational item was prior to the action item, then we're going to have a vehicle maintenance presentation by Mr. Heffinger, and then we're going to move to the action item.
- **Viviana Janer:** It's just a strange setup. Usually, if it's an action item, you have the report and then we vote. I wanted to make sure this was the presentation for that action item; that's what my understanding is.
- **Amy Lockhart:** Yes. I was calling it tentative because I wanted everyone to know that it was going to be coming back after it had gone to each of our respective boards.

Agenda Item: Informational Items – Vehicle Maintenance

Presenter: Charles Heffinger

- What is maintenance? The definition of maintenance is the efforts needed to keep something in optimal condition by performing repairs, cleaning, and regular inspections to prevent issues and prolong lifespan.
- Why would we want to perform maintenance? Because we want to maintain a high state of good repair. We must always provide safe and efficient vehicles. We also want to deliver a high on-time percentage. People will not ride a train to work or to special events if the schedules are not reliable, and you will not have reliable schedules if your fleet is not in a state of good repair.
- Who? We have two contractors that currently maintain our vehicles. Alstom performs all light maintenance and repairs, and Amtrak handles special services and major heavy maintenance and repairs.
- There are three categories of vehicle maintenance – Federal Railroad Administration (FRA), light corrective maintenance, and heavy corrective maintenance.
- The FRA regulatory maintenance is handled by both Alstom and Amtrak. The FRA regulates railroad maintenance to ensure the safety of both railroad workers and the public focusing on preventing accidents and ensuring compliance with safety standards through inspections, regulations, and enforcement actions. It is a comprehensive plan to ensure scheduled specific maintenance is performed on every piece of equipment.
- Showed a photo of the service center and inspection pit in Sanford where light maintenance and services are performed by Alstom for the locomotives and the bi-level cars.
- Showed a photo of the Amtrak maintenance facility in Sanford where heavy maintenance and specialized repairs are made to the locomotives and the bi-level cars.
- In our quest to become more self-reliant, efficient, and flexible with our vehicle maintenance requirements, we investigated various opportunities to support our heavy maintenance needs. We looked at Brightline. There were space and storage concerns. They would need additional infrastructure and resources, and they're ever expanding. We looked at the Tri-Rail facilities. The distance to and from the facility is hard to overcome, especially with having to utilize other

carriers, tracks, and facilities. This poses time challenges that are just not feasible. We looked at Florida Central. Florida Central is a carrier with limited maintenance resources and facilities currently. We also looked in our backyard at Alstom. Our current facility in Sanford cannot accommodate the heavy vehicle activities and operations at this time. Alstom would have to acquire an off-site location to perform the work and would, just as Brightline, need additional infrastructure and resources. Ultimately after reviewing these alternatives, we decided our best option was to construct an on-site vehicle maintenance facility in Sanford fully capable of performing all heavy maintenance operations.

- Showed a detailed site plan.
- For those familiar with the Sanford facility, here's the general location. For those of you not, please contact me. I'll give you a personal tour of the location. We gave some tours before. Former Chairman Brower and Chair Amy Lockhart were there about a month ago and we gave a full, comprehensive review of the area. Please feel free to ask.
- Showed a photo of progress. Piles have been driven to support the weight of lifting the locomotives which weigh 284,000 pounds, or essentially 142 tons each. These piles support the four 50-ton jacks and support frames required to lift the locomotives during the performance of repairs and services.
- Showed a final rendition of the \$5.6 million facility fully paid for by the Department through the Florida Railroad Enterprise (FRE). It's going to be a beautiful building and will allow us to control our destiny with regards to heavy maintenance.
- We're also in the pursuit of controlling our processes. We also plan to construct a drive-through train wash facility on our property, perhaps at the Sanford or the Poinciana location.
- **Jeff Brower:** Is that maintenance facility fully funded?
- **Charles Heffinger:** It is fully funded by the state, the FRE, for construction.
- **Amy Lockhart:** I had the same question as I was watching it go up very quickly out of the ground, I thought who's paying for all this. I am hoping somebody is writing this check. We had a very good discussion about the fact that FDOT is still very much involved and engaged in capital investments in this program and can see themselves continuing to be moving forward. Otherwise, they would not be making such investments.
- **Jeff Brower:** Does the maintenance of the new maintenance facility show up in this budget?
- **Charles Heffinger:** Not now. Once it's finished, we'll figure out where we need to be with that. Alstom is our current contractor, and it will be a brand-new facility, so there won't be too much maintenance initially.
- **Amy Lockhart:** It was a great tour. I highly recommend anyone who would like to take the time to go up there and see all the staff who are working together from the different consultants/contractors and FDOT. It is a great example of multiple groups working together and everyone there was just so incredibly happy to be a part of the SunRail team. Thank you again for taking the time.

Action Items:

Presenter: Chair Lockhart

- Approve the FY25-26 Tentative Budget for the CFCRC in the amount of \$73,728,598, contingent upon the approval of the Local Funding Partner's governing boards – Motioned and seconded, passed unanimously.

Agenda Item: Board Member Comments

- None

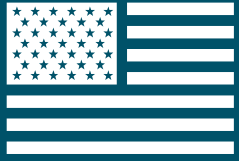
Next Meeting: April 24, 2025, at 1:30 PM, Lynx Central Station, Admin. Building

Meeting Adjourned at 2:10 PM



W E L C O M E





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 ekspriye enkyetid yo konsènan konfòmite FDOT ak Tit VI ka fè sa lè yo kontakte:

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APPROVAL

ADOPTION OF MARCH 27, 2025, MEETING MINUTES





PUBLIC COMMENTS





REPORTS

A. TECHNICAL ADVISORY COMMITTEE

City of Orlando, Tanya Wilder

C. AGENCY UPDATE

David Cooke

B. CUSTOMER ADVISORY COMMITTEE

Luis Nieves-Ruiz, Chair

D. CONNECTIVITY

LYNX Update – Bruce Detweiler

Votran Update – Bobbie King



TAC CHAIR'S REPORT

TANYA WILDER





CAC CHAIR'S REPORT

LUIS NIEVES-RUIZ





AGENCY UPDATE

DAVID COOKE



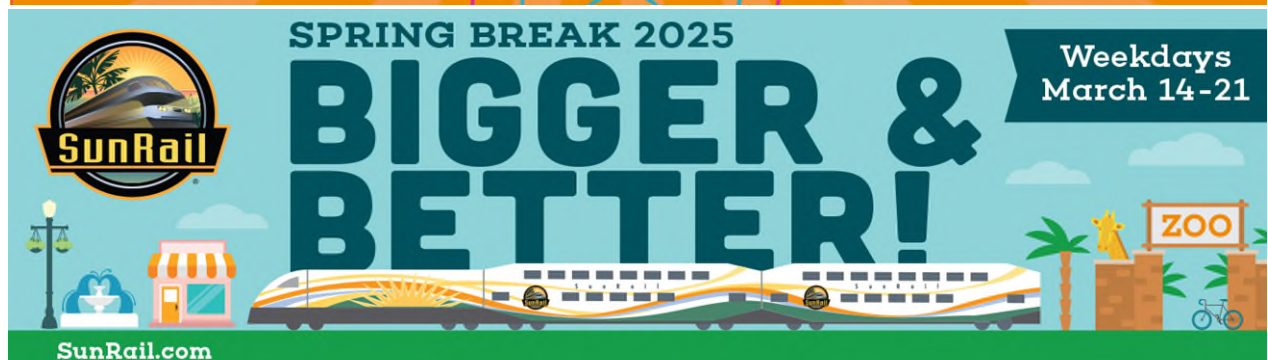


CONTINUED RIDERSHIP GROWTH

Q1 ridership rose over 11% compared to 2024, with a monthly average of nearly 115,000 passengers.

Marketing & Partner Programs Included:

- Presidents' Day
- Love Your Ride
- Spring Break – Bigger & Better
- Choo-Choo to the Zoo
- Train to the Game





UPCOMING MARKETING PROGRAMS

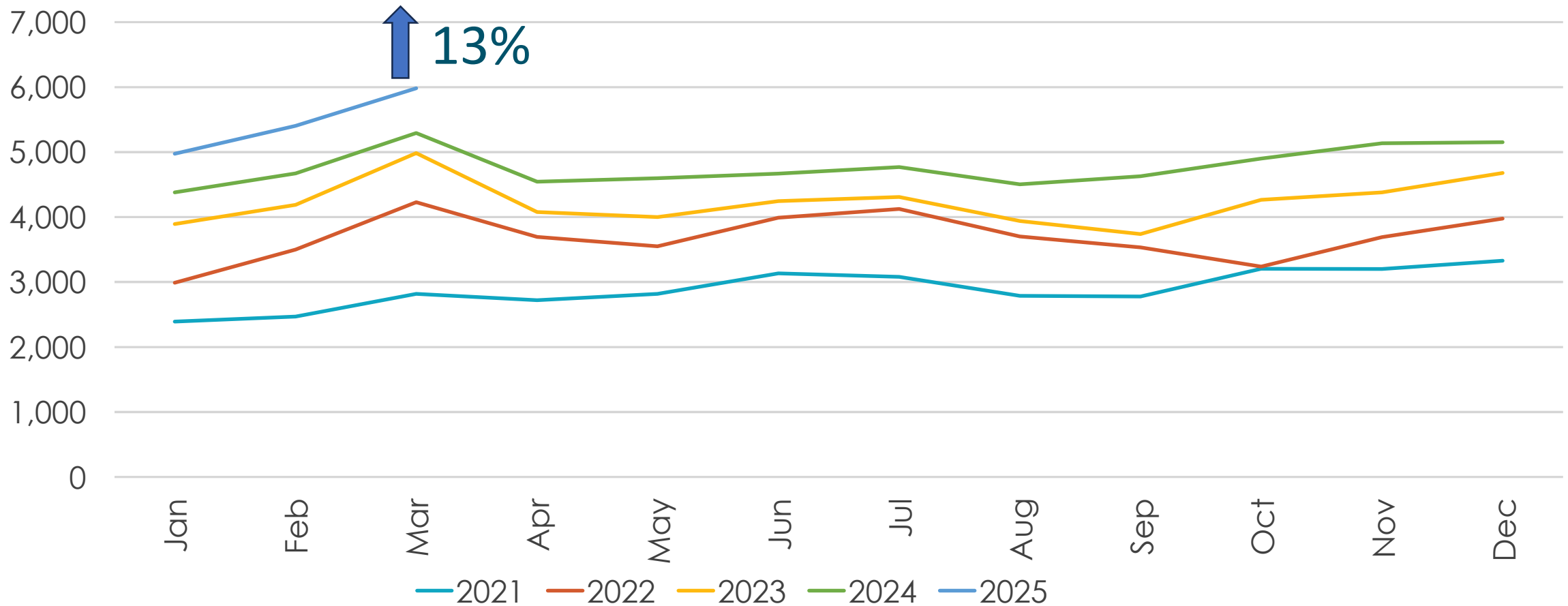
- SunRail is testing new YouTube advertising spots to help reach a younger audience
- AdventHealth Corporate 5K partnership with Track Shack, May 8
 - Racers can ride FREE with their race bib
 - Additional 9:15 PM northbound train
- SunRail is promoting a safe and easy way to attend over 7,000 students' high school graduations at the KIA Center





AVERAGE DAILY RIDERSHIP

March 2025 Average – 5,982

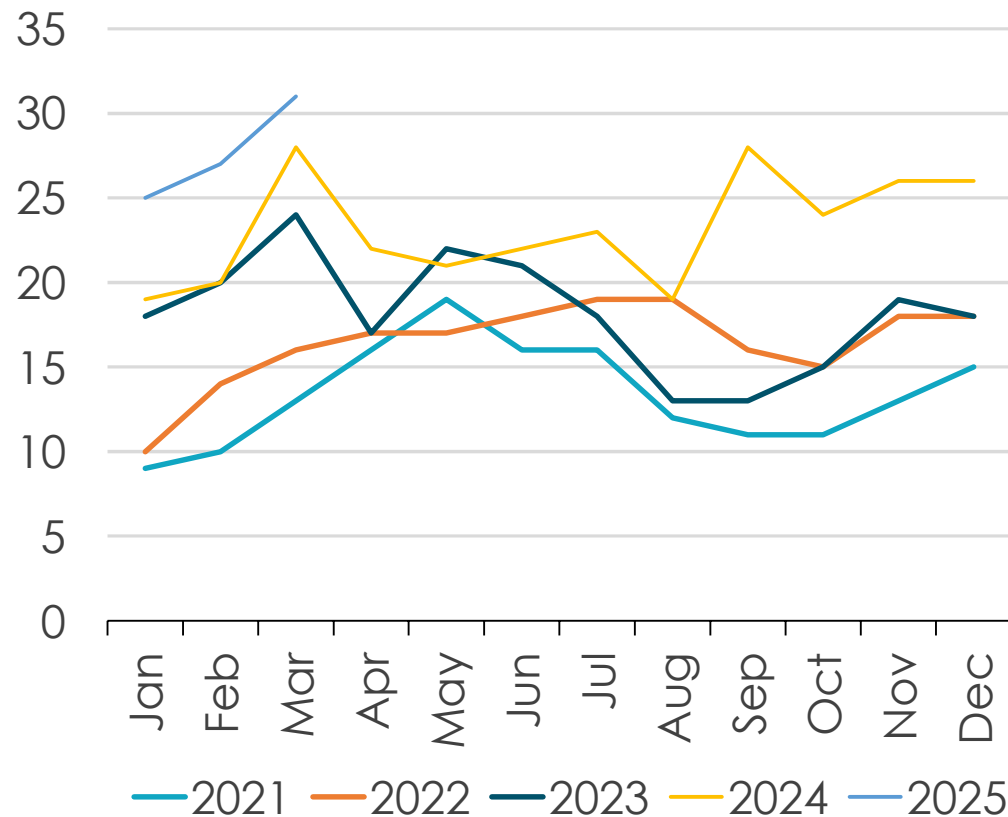




ONBOARD STATS

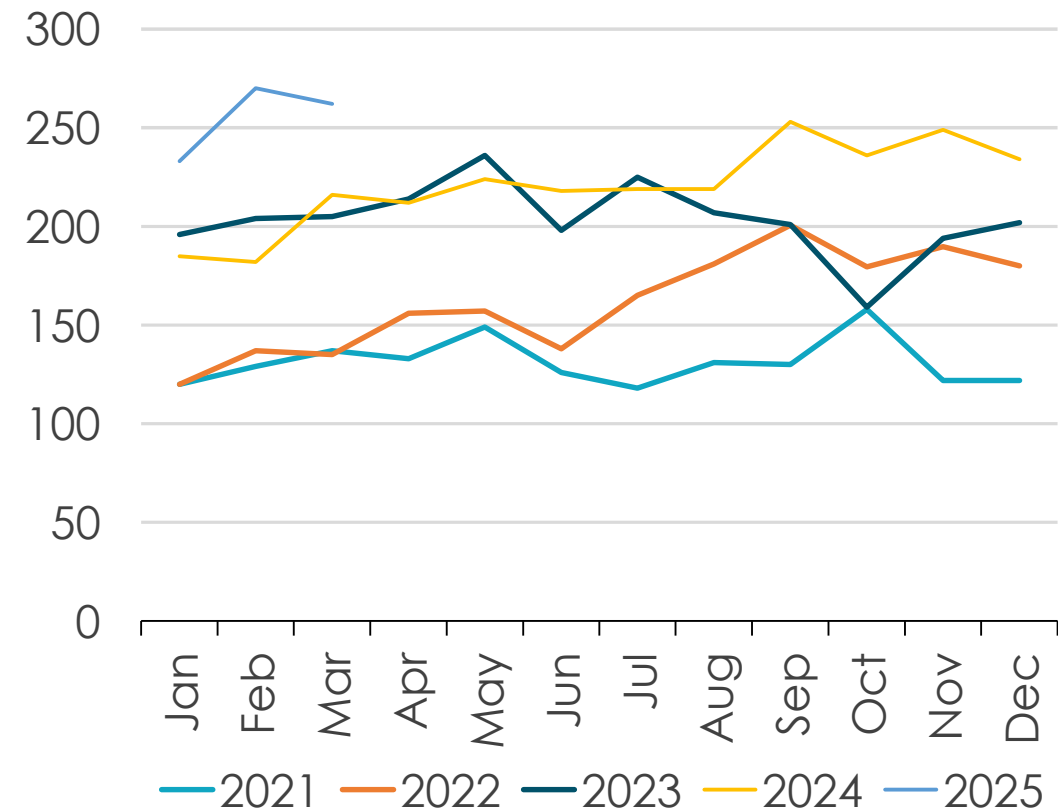
ADA

Mar 2025 Average: 31



BICYCLE

Mar 2025 Average: 262





ON-TIME PERFORMANCE

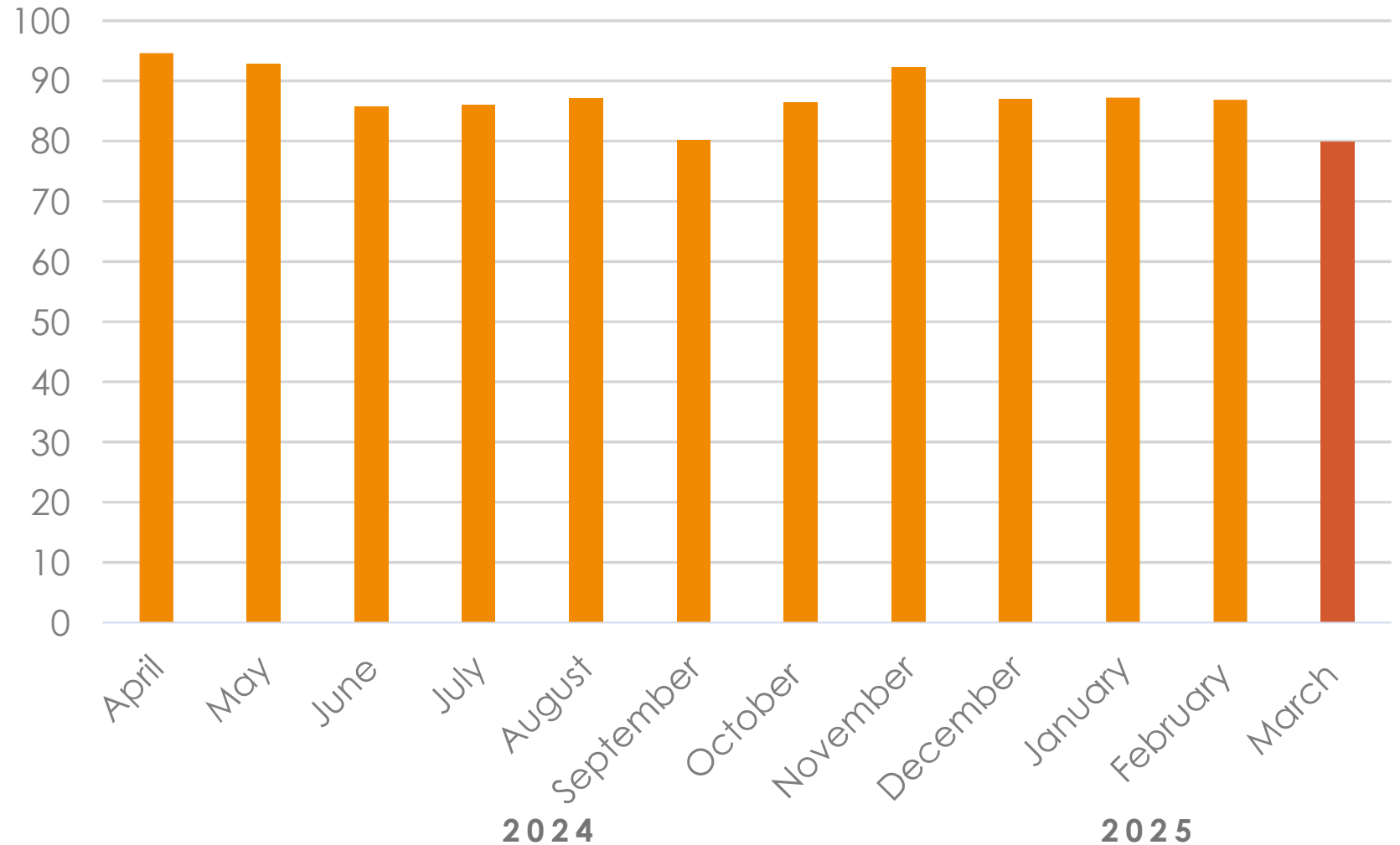
MARCH 2025

CONTRACT GOAL = 95%

CONTRACT = 97.62%

ACTUAL = 79.88%

- 21 Operating Days
- Ran 840 Trains





LYNX CONNECTIVITY

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

SUNRAIL STATION	Fiscal Year 2025												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
<i>Days of Operation</i>	19	20	21	23	20	21							21
Sanford	288	289	259	277	305	298							286
Lake Mary	86	90	74	69	80	79							80
Longwood	75	79	68	75	97	82							79
Altamonte Springs	151	170	139	140	173	168							157
Maitland	18	18	14	13	10	8							14
Winter Park/Amtrak	357	360	271	306	280	263							306
AdventHealth	301	295	300	300	323	280							300
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	42	44	42	35	41	42							41
Sand Lake Road	439	490	455	458	494	492							471
Meadow Woods	104	107	95	89	111	113							103
Tupperware	16	15	12	0	0	0							7
Kissimmee Intermodal													
Poinciana	7	7	6	5	8	7							7
Total - All Stations	1,884	1,964	1,735	1,767	1,922	1,832							1,851
Percent change from FY 24 to FY 25	8%	13%	3%	2%	3%	-1%							2%



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	March		Change	% Change
	FY24	FY25***		
18	21,712	19,979	(1,733)	-8%
418	4,655	5,577	922	20%
155**	772	0	(772)	-100%
306	2,440	2,523	83	3%
604/804*	384	539	155	40%
831	769	1,097	328	43%

* Link 604 was renumbered to Link 804 in December 2024. ** Link 155 was discontinued after December 31, 2024. *** Fiscal Year 2025 Ridership is Unaudited.

LYNX Sand Lake SunRail to Airport Average Daily Ridership

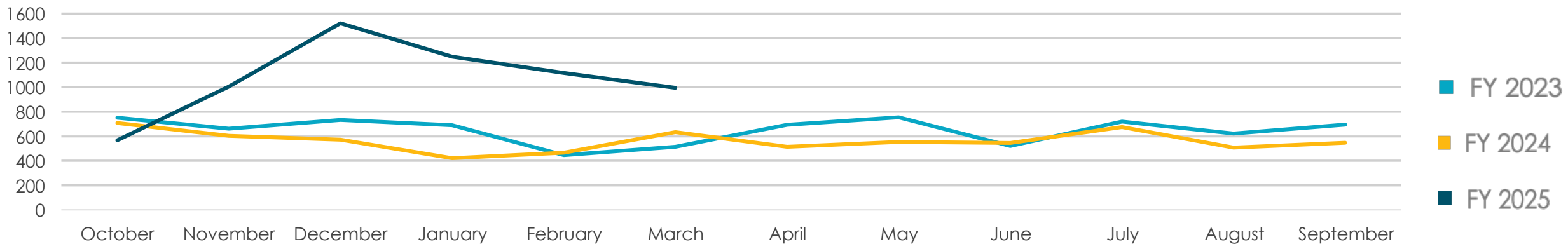
LINK	Average Daily Boardings		Change	% Change
	Mar-24	Mar-25		
11, 42, 111/311	81	107	26	32%



VOTRAN CONNECTIVITY

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	22	20	21							126
Total Monthly Ridership	568	1,005	1,521	1,250	1,116	995							6,455
Avg Daily Ridership	26	50	72	57	56	47							51



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: 89.4% increase 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	22	20	21							126
Total Monthly Ridership- DeBary	11	13	21	20	17	8							90
Total Monthly Ridership- DeLand	93	166	249	204	198	180							1,090
Total Monthly Ridership- Both Stations	104	179	270	224	215	188							1,180
Avg Daily Ridership	5	9	13	10	11	9							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	22	20	21							125
Total Monthly Ridership	341	403	314	403	434	410							2,305
Avg Daily Ridership	16	20	15	18	22	20							18

Note, this route was suspended Oct. 8 - 11, 2024 due to Hurricane Milton. Note, beginning Mon. Feb. 23 this route operates all day. Prior to that date, the route ran 12:30pm-8pm only.

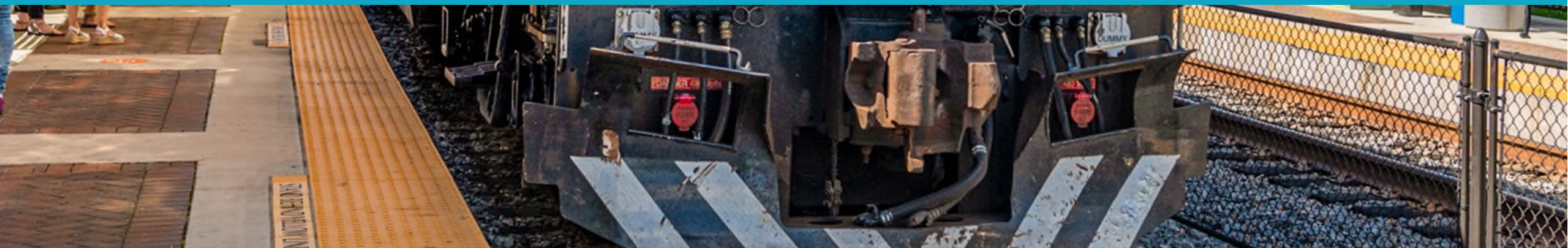


INFORMATIONAL ITEMS



RAIL SAFETY

CHARLES M. HEFFINGER JR. P.E.





CFRC Safety and Security



KEY FOCUS AREAS



REGULATORY AND
CONTRACTUAL
COMPLIANCE



INCIDENT TRACKING,
ANALYSIS, AND
REPORTING



PUBLIC SAFETY AND
SECURITY OUTREACH



SAFETY AND
SECURITY
IMPROVEMENTS
(GRANTS AND
SPECIAL PROJECTS)



Regulatory and Contractual Compliance

- Safety and Security Regulations
 - Federal Railroad Administration (FRA)
 - Federal Transit Administration (FTA)
 - Transportation Security Administration (TSA)
 - State Safety Oversight (SSO) - Tallahassee
 - Occupational Safety Health Administration (OSHA)
- Contractor Safety Requirements
- Internal Plans
- Trainings and Certifications
 - Federal Railroad Administration (FRA)
 - Federal Transit Administration (FTA)
 - Transportation Security Administration (TSA)



Incident Tracking, Analysis, and Reporting

- Reporting of threshold incidents to all federal and state level regulators
 - Federal Railroad Administration (FRA)
 - Federal Transit Administration (FTA)
 - Transportation Security Administration (TSA)
 - State Safety Oversight (SSO)
- Investigation of incidents, determination of root causes, and development of corrective actions (mitigations)
- Continuous update of the master CFRC/SunRail incident tracking log and trend analysis



Public Safety and Security Outreach

- Engagement activities with first responders
- Community events (i.e., Law and Locomotion)
- Targeted public outreach campaigns



Sanford PD "Law and Locomotion" Event

First Responder Full-Scale Exercises

Emergency preparedness exercises were recently completed with:

- Volusia County (Spring 2024)
- Seminole County (Spring 2025)

One full-scale is completed annually rotating between each of the four counties and the cities they encompass.

Preparations are currently underway for an Orange County full-scale, including the City of Orlando, in 2026.



Grade Crossing Enforcement Details

Details are completed year-round with CFRC/SunRail's 14 law enforcement jurisdictional partners (State, County, City)

So far in 2025, 21 details have been completed yielding the following statistics:

Total traffic contacts | 323

Tickets | 248

Warnings | 75





Safety and Security Improvements

- Implemented to lower risk within a certain area (reduce the likelihood of future incidents, injuries, and fatalities)
- Designed to address common root causes from historical incidents
- Prioritized based upon historical incident data and risk-based hazard analysis

Signal Bungalow Safety Messaging Wraps

Completed in Fall of 2024 with three message focuses:

- 1) Not stopping on the tracks in queued traffic
- 2) Using the Emergency Notification System (ENS) Sign to call CFRC dispatch in case of an emergency
- 3) National Suicide and Crisis Lifeline Awareness

22 wraps were completed at prioritized locations based upon historical incident analysis



Delineator Project

Completed in the Fall of 2024 at eight (8) CFRC grade crossings.

Installations were prioritized at locations based upon historical vehicle incident data.



100% reduction in vehicle incidents in the six months following installation



Upcoming CRISI Grant Safety Improvements

Anticipated in CY 2026/2027

Mitigation Area	Mitigation Type	Quantity
Grade Crossing	Striping, RPMs, Delineators	91 Locations
	Pre-emption	2 Locations
	Pre-signal / Queue Cutter	4 Locations
	LED R8-8 (Do Not Stop on Tracks)	5 Locations
	Escape Lanes	4 Locations
Trespassing	Fencing	140,000 LF (26.5 Miles)
	Pedestrian Channelization	2 Locations



Questions ?





S U N S H I N E C O R R I D O R P D & E S T U D Y

DAVID COOKE





SUNSHINE
CORRIDOR

Sunshine Corridor

PD&E Work Plan & Timeline

April 24, 2025



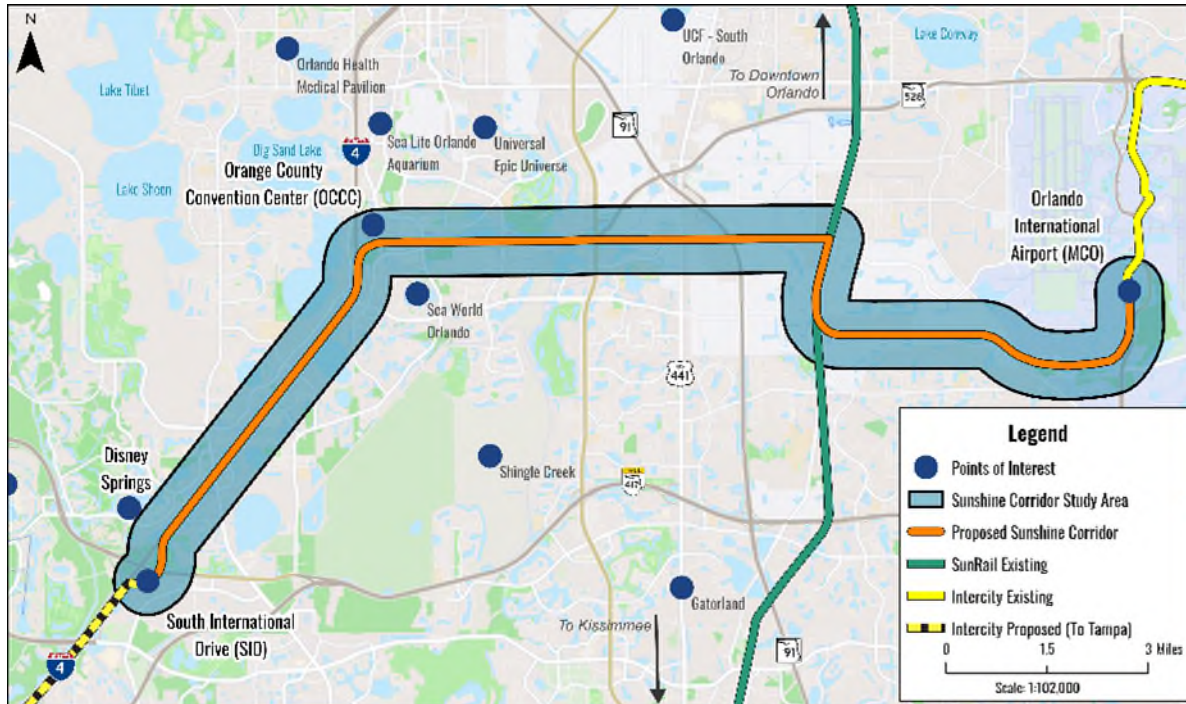
Agenda

1. Project Overview
2. Early Partner Activities
2. Environmental (NEPA)
3. Public Engagement
4. Preliminary Engineering
5. Cost Estimates & Financial Plan
6. Timeline



Project Overview

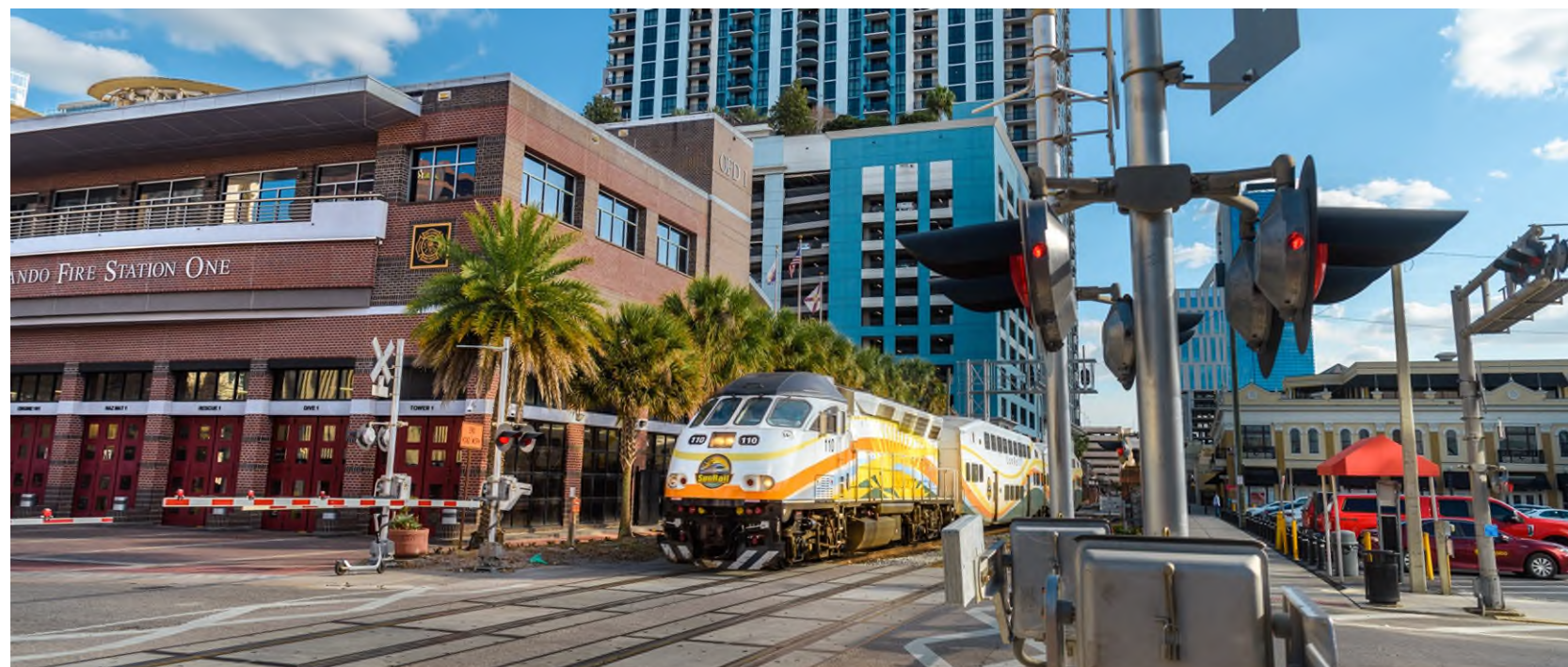
- **Sunshine Corridor Project Development & Environment (PD&E) Study** – Passenger rail expansion to the Orlando International Airport (MCO) from the existing SunRail mainline, east to the Orange County Convention Center (OCCC), and southwest to South International Drive (I-Drive) and Disney Springs.
- Potential for commuter/intercity service from Orlando to Tampa.
- **Objectives:** NEPA/Federal Compliance, Preferred Alignment, Feasibility, Cost Estimates, Financial Plan
 - FTA Capital Improvements Grant Prerequisites



Early Partner Activities

- Orange County
- City of Orlando
- Osceola County
- Seminole County
- Central Florida Tourism Oversight District (CFTOD)
- Shingle Creek Transit and Utility CDD (SCTUCDD)
- Brightline

- Local Funding Agreements (LFA's)
- Memorandums of Understanding (MOUs)
- Recurring Sunshine Corridor Steering Group Briefings
- Consultant Procurement, Environmental Screening, and Preliminary NEPA efforts underway



PD&E Consultant Procurement

- FDOT will procure a PD&E consultant to support the environmental and engineering work required.
- Contract scheduled for advertisement April 28th.
- Consultant selection is anticipated in late June.

ETDM Programming Screen

- FDOT will initiate the ETDM Planning Screen in early May 2025.
- FDOT will prepare and submit the Advance Notification Package.
- Coordination with Environmental Technical Advisory Team (ETAT) will be conducted internally by FDOT.
- Planning Screen Summary Report will inform environmental scope and Class of Action (COA) recommendation.



Environmental Documentation & NEPA Compliance

- Review Planning Screen Summary Report to identify the natural resources present and agency comments and concerns.
- Conduct preliminary identification and analysis of environmental constraints and community impacts in coordination with agency partners.
- Development of Sociocultural Effects Evaluation and Natural Resources Evaluation (including wetlands, listed species, etc).
- Assess direct, indirect, and cumulative impacts of the project.
- Complete environmental technical studies and documentation in compliance with NEPA.
- Track and incorporate environmental commitments and avoidance/minimization strategies into project development.





Public Engagement *(with partner participation)*

FDOT:

- Develop and maintain a Public Involvement Plan (PIP) tailored to the study.
- Create and update the project website and coordinate outreach.
- Collect and track public comments using a dedicated comment database.
- Organize and facilitate workshops, public informational meetings, stakeholder forums, and a formal public hearing.
- Prepare all required documentation including notices, summaries, comment responses, and transcripts.
- Facilitate recurring Sunshine Corridor Steering Group and Business Stakeholder Group.

SCTUCDD & Brightline:

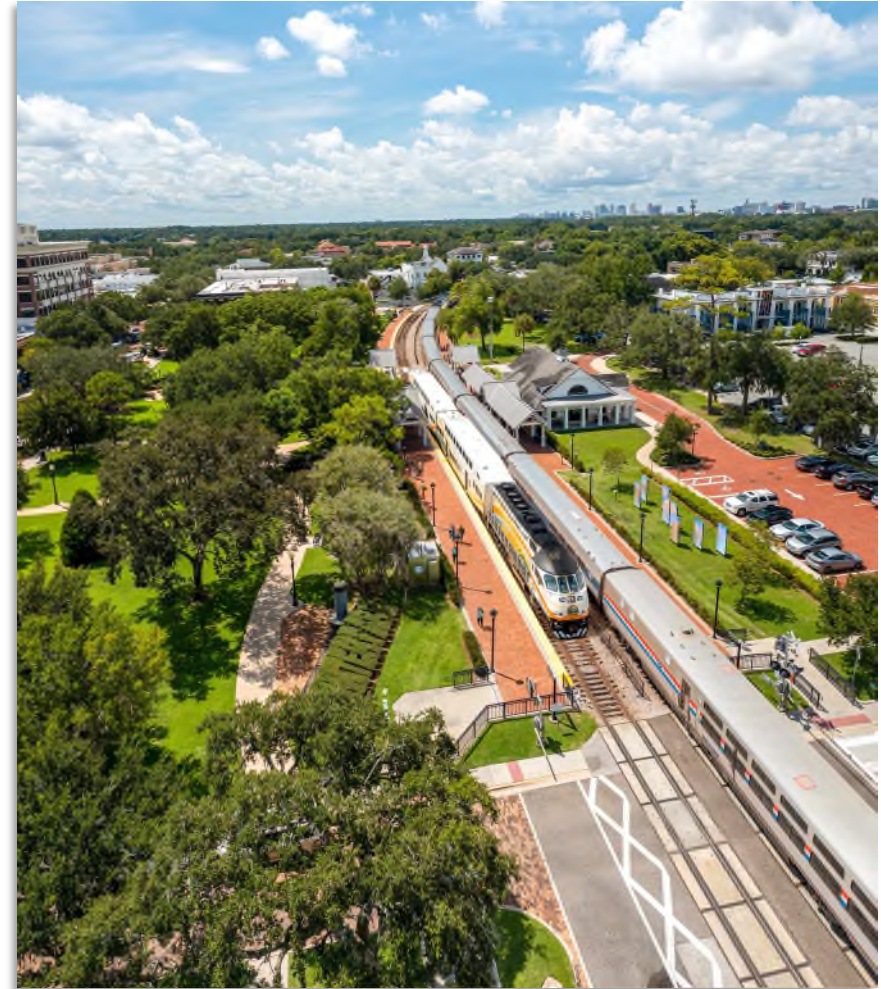
- Stakeholder coordination and contribution to meetings and public presentations.



Preliminary Engineering (PE)

FDOT:

- Coordinate engineering activities related to structures, traffic operations, utilities, railroads, and signals.
- Design, Drainage, Geotechnical, and Structures team coordination throughout the study.
- Oversee survey and mapping activities to support engineering design.
- Conceptual drainage and pond siting analysis will be developed to inform design constraints.
- Conceptual signal and crossing plans will be considered in coordination with CSXT and local jurisdictions.
- Identify Right of Way (ROW) needs and constraints.
- Constructability review will be conducted prior to finalizing the preferred alternative.



Preliminary Engineering (PE)

SCTUCDD:

- Advance Conceptual/Preliminary Engineering Design to 30%+.
 - Horizontal/Vertical Alignment
 - Right-of-Way Impacts
 - Grading and Drainage
- PE Design Set (Track Alignment, Plan/Profile Sheets)
- Conceptual Station Area Plans

Brightline:

- Provide existing preliminary engineering for the corridor
- Advance design of preferred final alignment



Develop Preliminary Engineering cost estimates in FTA Standard Cost Categories (SCC) format.

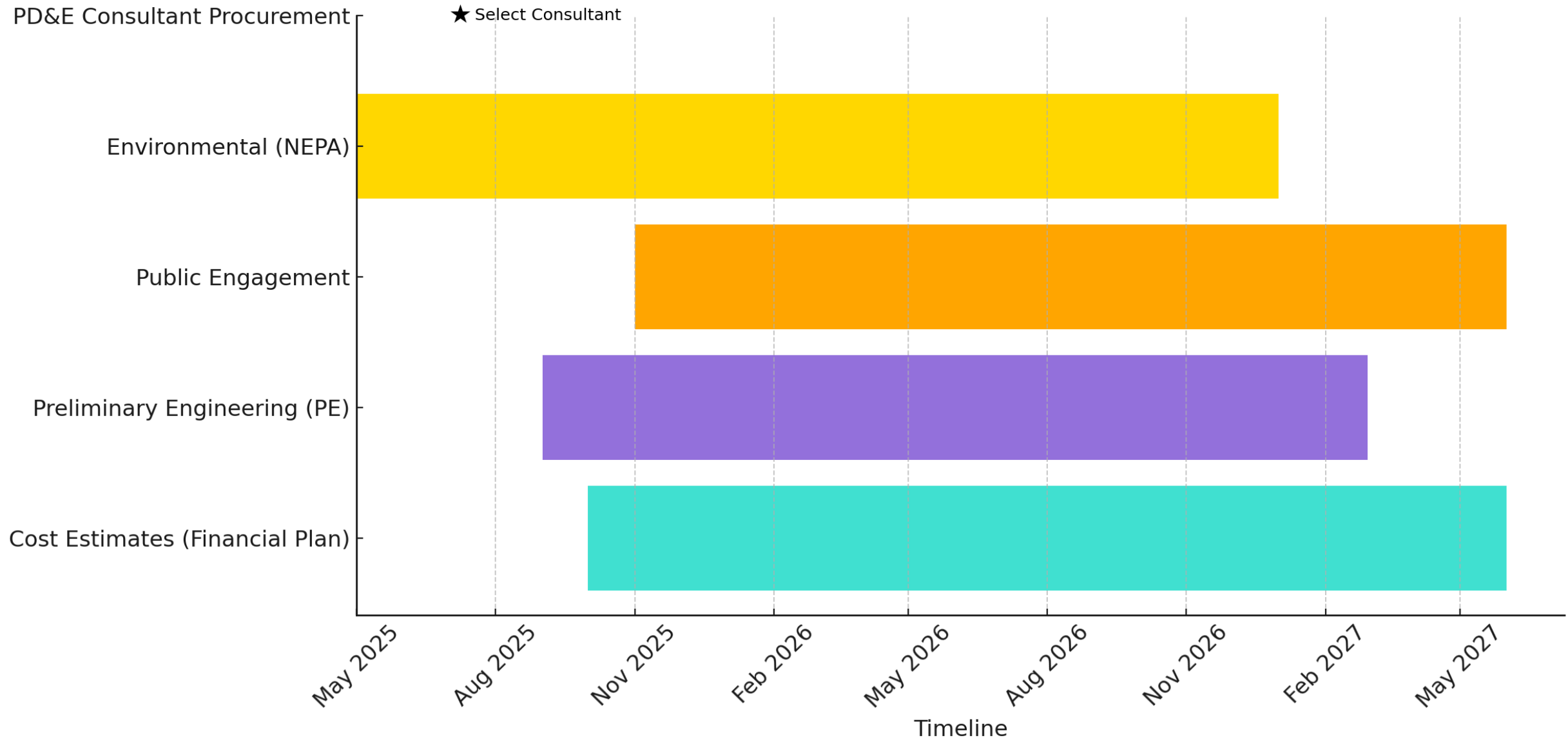
- *Capital Cost Estimate and Methodology Reports*

1. Guideway and Track Elements
2. Stations, Stops, & Terminals
3. Support Facilities
4. Systems (signals, communications, etc.)
5. Right-of-Way, land, and Existing Improvements
6. Vehicles
7. Professional Services (design, legal, insurance, etc.)
8. Contingency
9. Finance Charges



Cost Estimates & Financial Plan

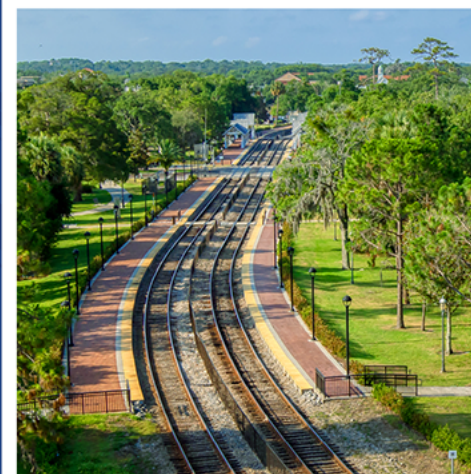






SUNSHINE
CORRIDOR

Sunshine Corridor

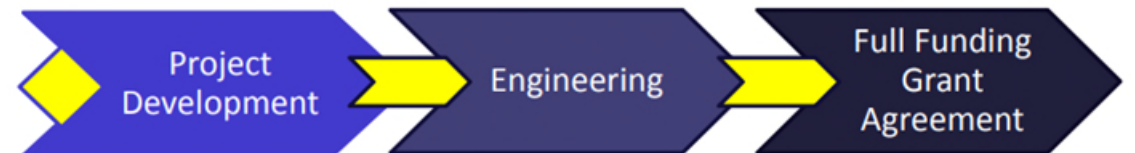


FTA CIG New Starts PD Requirements:

1. Project Description: *Corridor endpoints, technologies, mode (commuter rail), number of stations, planned frequency, operator (e.g., SunRail/Brightline/etc.)*
2. Anticipated NEPA Class of Action (*EA or EIS likely*)
3. 30% Capital Cost Estimate
4. Operations & Maintenance Plan
5. Project Schedule / Capacity to meet FTA 2 year timeline
6. Funding plan
7. Evidence of governing body support

Recommended Activities:

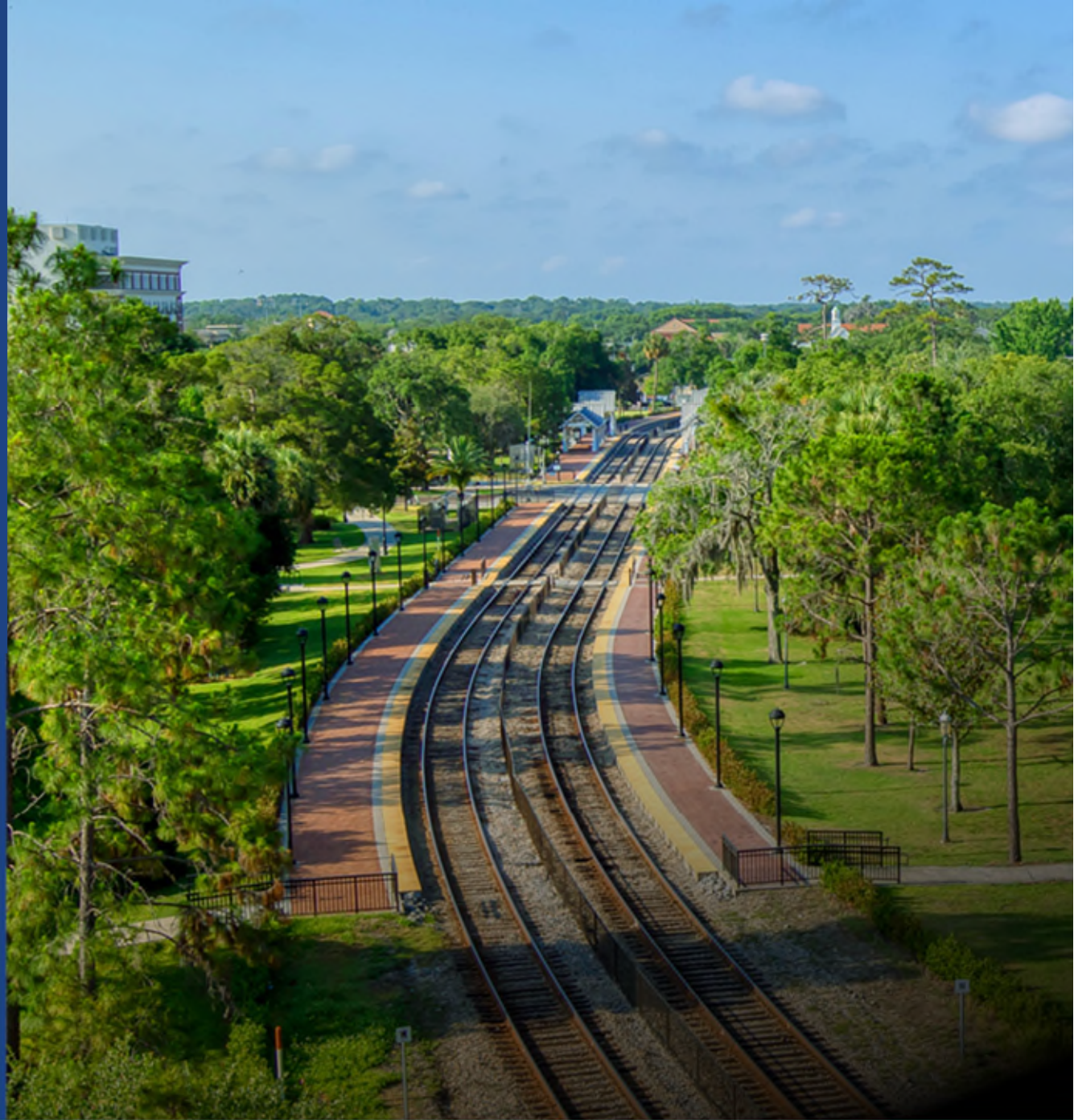
1. Early FTA Coordination
2. Preliminary Ridership/Modeling Analysis



Thank you!



**SUNSHINE
CORRIDOR**





ACTION ITEM

REQUEST APPROVAL TO MOVE FORWARD WITH PD&E STUDY ON THE
SUNSHINE CORRIDOR



BOARD MEMBER COMMENTS





NEXT MEETING

MAY 22, 2025, 1:30 PM

LYNX CENTRAL STATION
ADMINISTRATION BUILDING





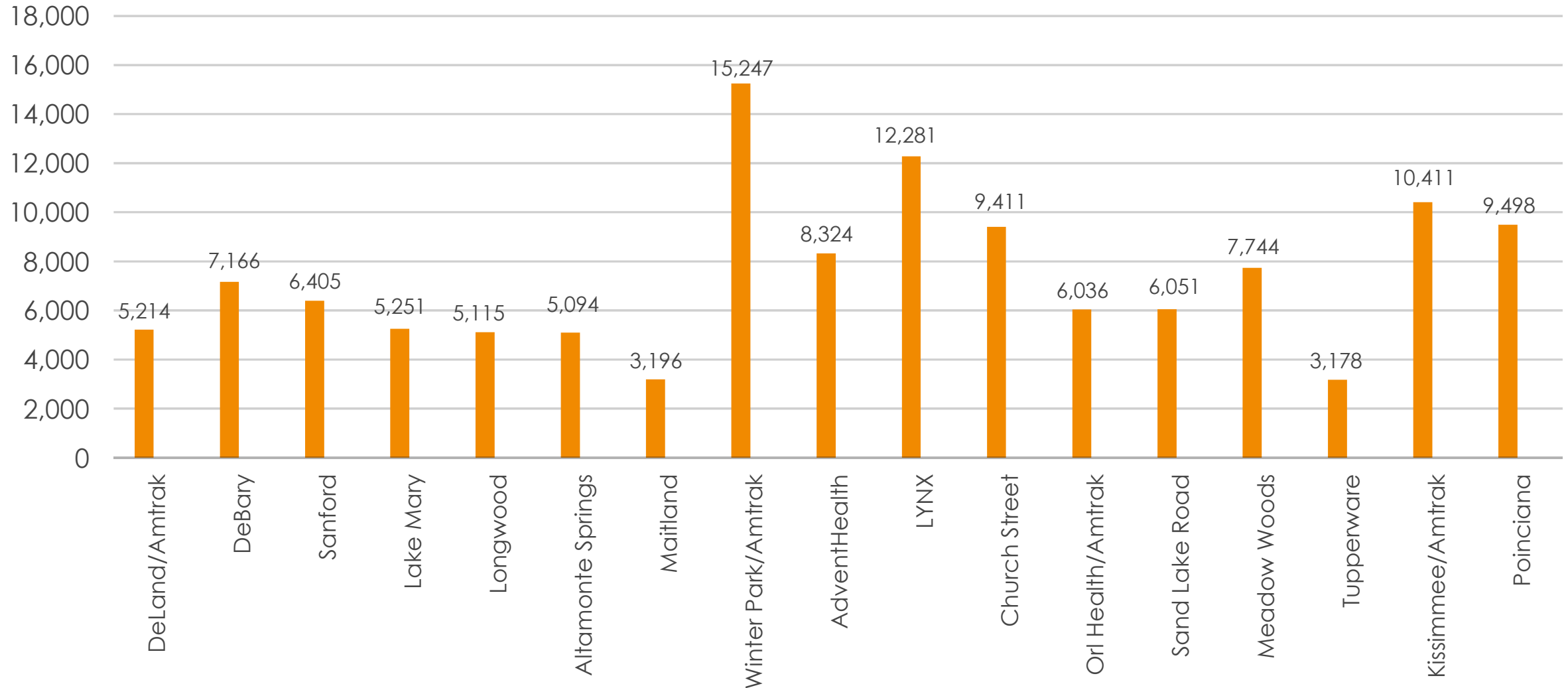
SUPPORTING CHARTS AND DATA





BOARDING BY STATION

RIDERSHIP MARCH 2025

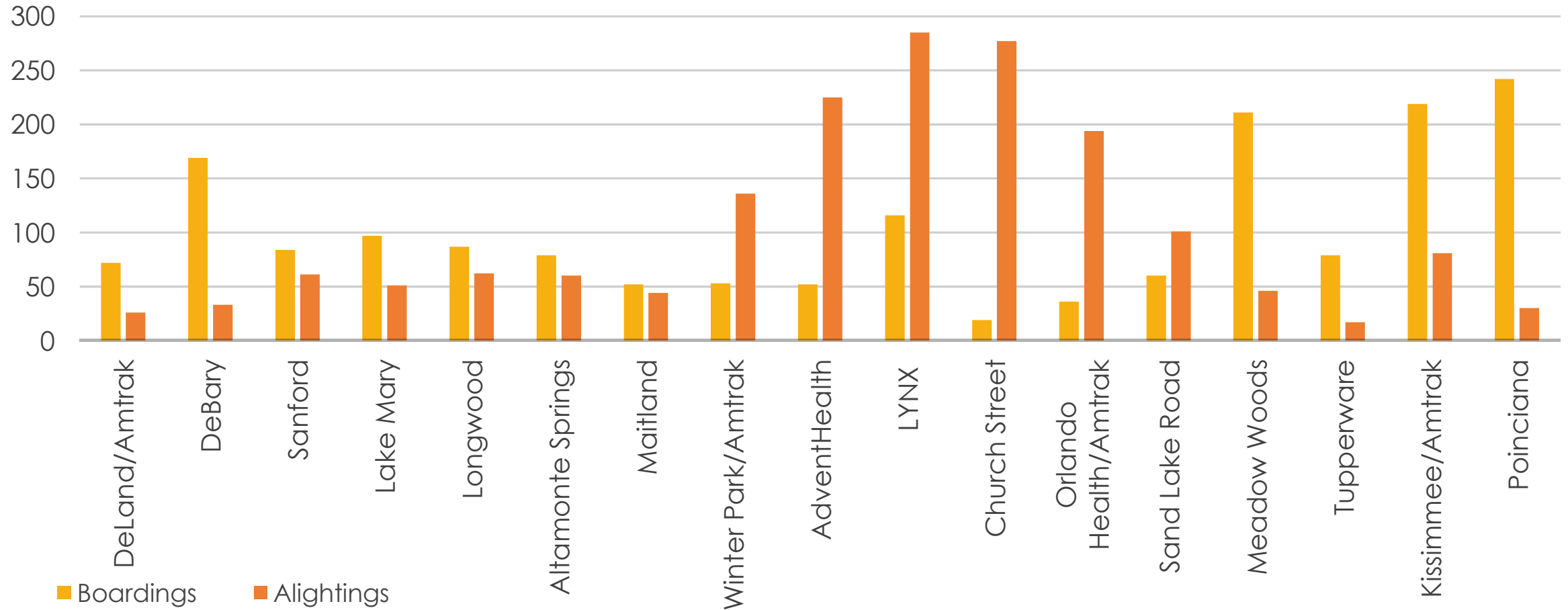




BOARDINGS & ALIGHTINGS

MARCH 2025

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

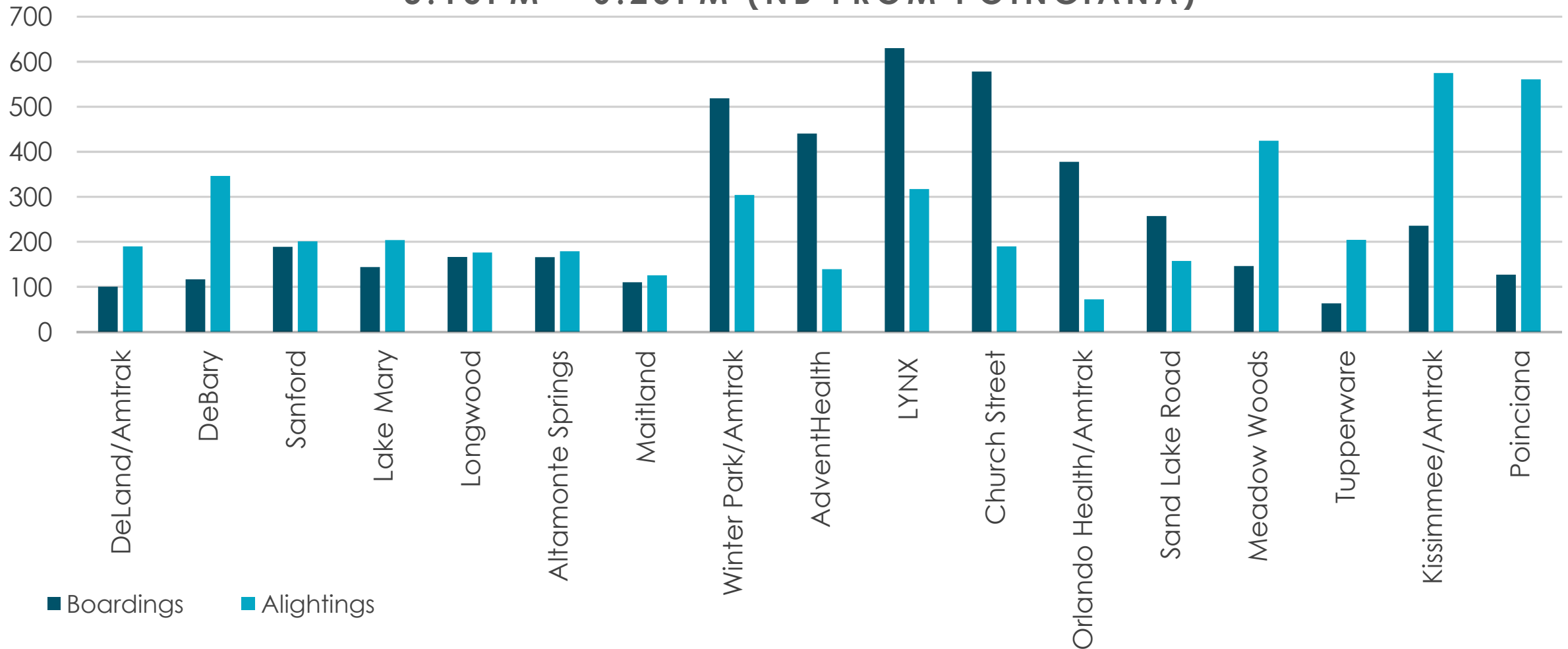




BOARDINGS & ALIGHTINGS

MARCH 2025

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

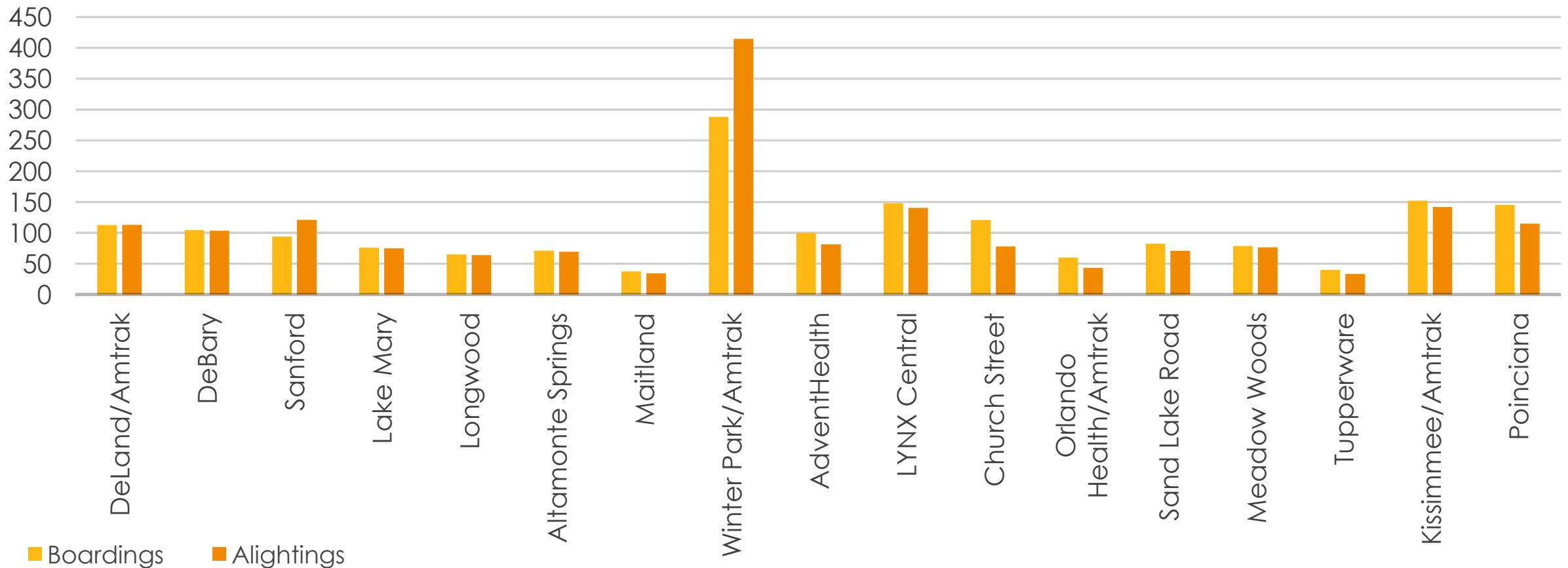




BOARDINGS & ALIGHTINGS

MARCH 2025

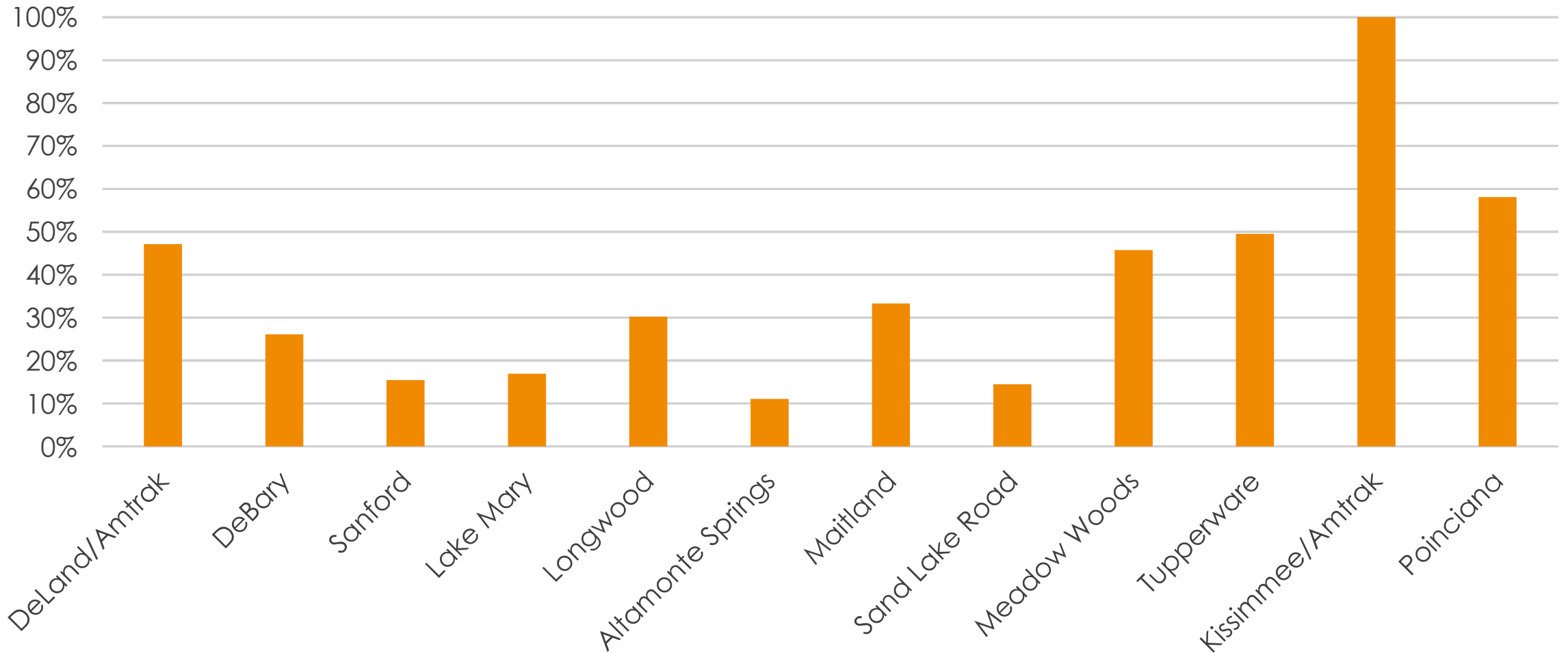
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





STATION PARKING

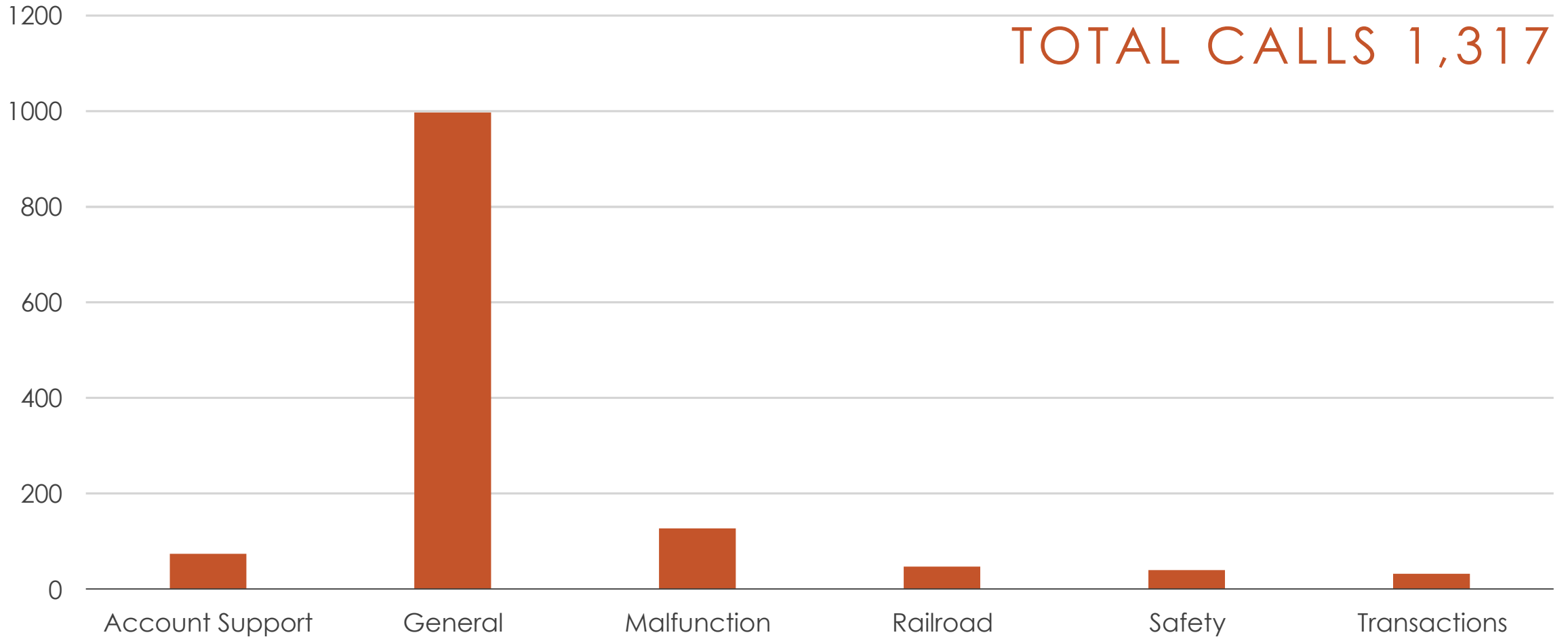
MARCH 2025





CUSTOMER SERVICE CALLS

MARCH 2025





TRAIN PERFORMANCE DETAIL

MARCH 2025

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	679	80.8%
Late	150	17.0%
Annulled	11	1.3%
Total Trains Operated	840	100.0%

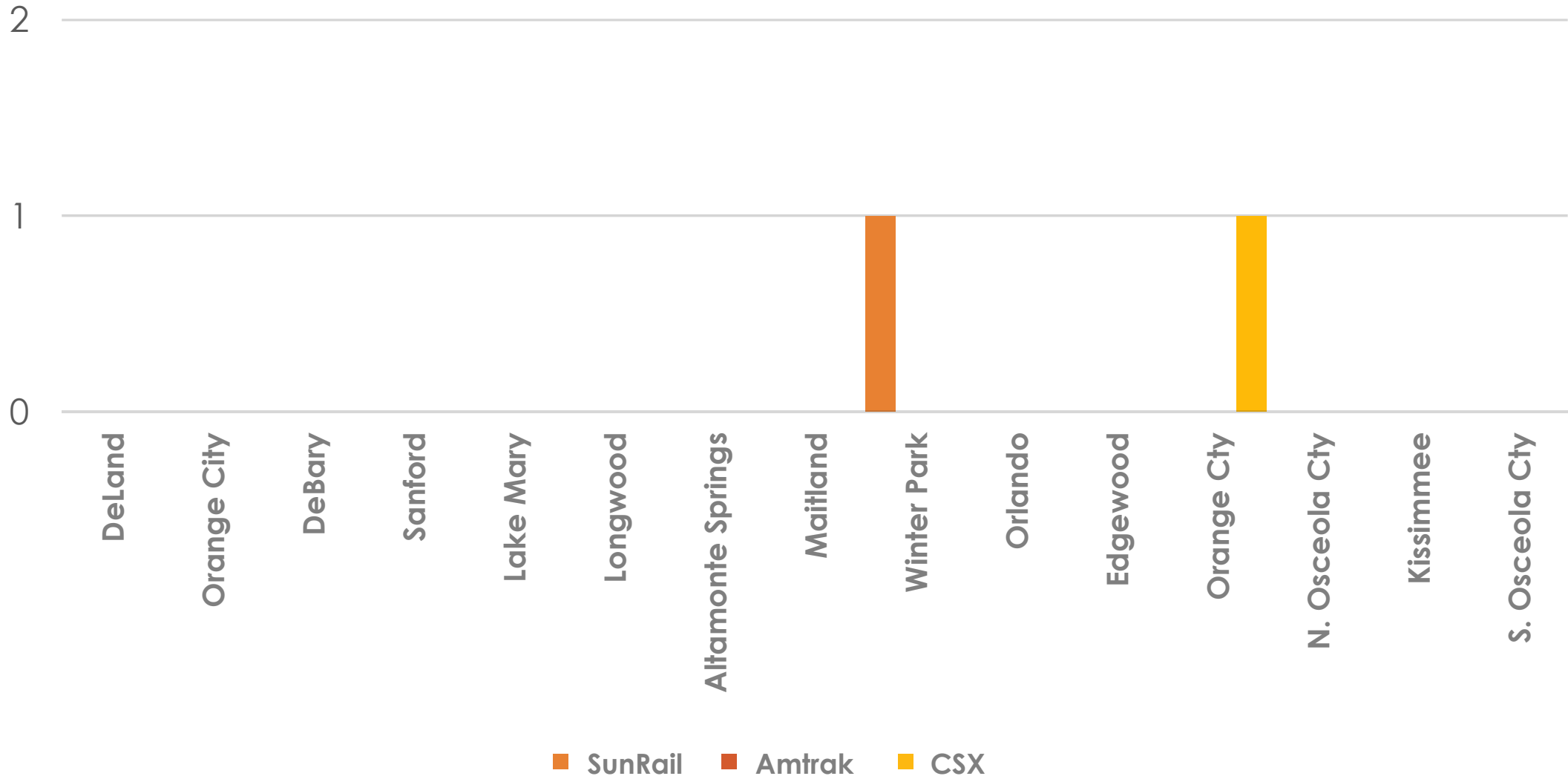
PERFORMANCE DETAIL	Days	Trains	Percentage
Injuries/Illnesses	1	1	0.1%
Maintenance of Way	14	25	3.0%
Mechanical	6	15	1.8%
Other	2	9	1.1%
Passengers	12	37	4.4%
Signals & Components	7	28	3.3%
Train Interference	14	26	3.1%
Trespasser/Grade Crossing/Near Misses	8	20	2.4%
Total (Rounded)		161	19.2%

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



REVENUE INCIDENTS BY CITY/COUNTY

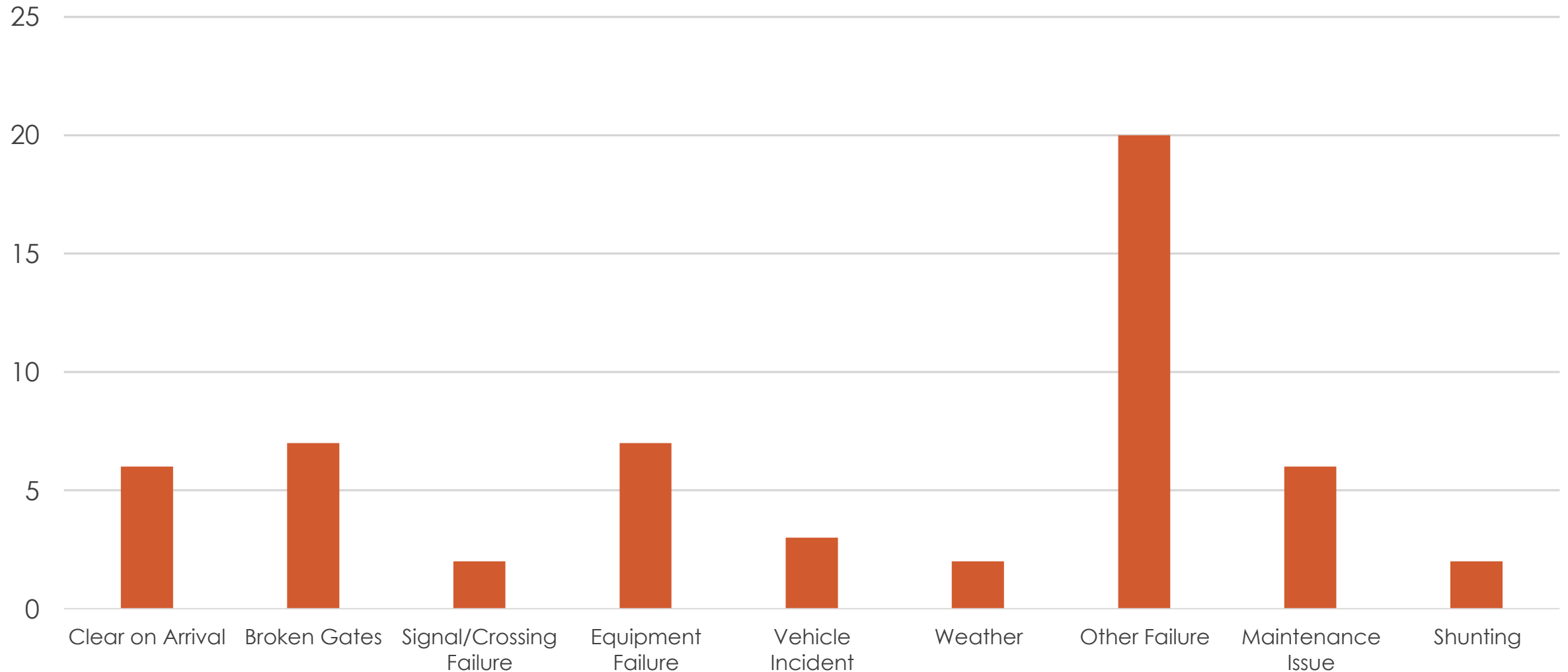
MARCH 2025





CFCRC SIGNAL SYSTEM INCIDENTS

MARCH 2025





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



QUIET ZONES Periodical Updates

Quiet Zone Periodic Updates Required every 2.5 to 3 years

Location			Next Notification dates		
Seminole County	NOE	April 23, 2023	October 21, 2025	to	October 21, 2025
Maitland	NOE	March 10, 2025	September 8, 2027	to	March 9, 2028
Winter Park	NOE	January 6, 2023	July 6, 2025	to	January 5, 2026
Kissimmee	NOE	February 4, 2021	August 5, 2023	to	February 4, 2024
Orlando	NOE	June 14, 2021	December 13, 2023	to	June 13, 2024

Quiet Zone Periodic Updates Required every 4.5 to 5 years

Location			Next Notification dates		
Edgewood	NOE	October 9, 2019	April 7, 2024	to	October 7, 2024
Orange County	NOE	March 27, 2020	September 24, 2024	to	March 26, 2025

Local communities may apply for quiet zones and information is available on the "About" page at [SunRail.com](https://www.sunrail.com)





FY 24/25 OPERATING BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 24/25 YTD Mar 31st, 2025	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$10,663,642	\$10,595,541
Alstom - Maintenance	\$17,239,721	\$12,929,791	\$12,833,344
Alstom - Incentive/Disincentive	\$1,572,896	\$1,179,672	\$972,920
moovel Fare Collection O&M	\$1,541,202	\$1,155,902	\$30,937
Herzog - Signal Maintenance of Way	\$3,958,813	\$2,969,110	\$2,965,467
WiFi and APC O&M, Cellular for Comms	\$315,000	\$236,250	\$26,778
Fleet Management Witronix O&M	\$105,000	\$78,750	\$71,922
Green's Energy - Fuel	\$4,100,000	\$3,075,000	\$2,269,873
Gallagher - Insurance	\$5,000,000	\$5,000,000	\$4,229,667
Amtrak/Alstom/Herzog - Preventive Maintenance	\$2,860,000	\$2,145,000	\$751,535
Alstom/Amtrak - SOGR Heavy Vehicle Maintenance	\$4,400,000	\$3,300,000	\$1,695,587
Banking, Merchant, and Armored Car Services	\$152,250	\$114,188	\$62,739
Station and Onboard Security	\$1,386,000	\$1,039,500	\$884,273
PTC O&M (Herzog & Alstom)	\$11,000,000	\$8,250,000	\$7,001,640
Subtotal - System Operating Costs	\$67,849,071	\$52,136,804	\$44,392,224
Consultant Support	\$12,800,000	\$8,533,333	\$9,850,583
TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	\$80,649,071	\$60,670,137	\$54,242,807



FY 24/25 OPERATING BUDGET UPDATE

OPERATING REVENUE	ANNUAL BUDGET	FISCAL 24/25 YTD Mar 31st, 2025	
		BUDGET	ACTUAL
Farebox revenue	\$2,205,000	\$1,653,750	\$1,439,597
CSX usage fees	\$3,525,648	\$2,644,236	\$2,248,894
Amtrak usage fees	\$988,769	\$741,577	\$1,111,346
FCEN usage fees	\$20,000	\$15,000	\$25,486
Right-of-way lease revenue	\$125,000	\$93,750	\$135,662
Ancillary revenue	\$323,580	\$242,685	\$383,224
<i>Subtotal - System revenue</i>	\$7,187,997	\$5,390,998	\$5,344,210
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
TOTAL OPERATING REVENUE	\$30,287,997	\$28,490,998	\$28,444,210