

TECHNICAL ADVISORY COMMITTEE

APRIL 9, 2025





Central Florida Commuter Rail Commission

Technical Advisory Committee

Date: April 9, 2025

Time: 2:00 p.m.

Location: LYNX Central Station 2nd Floor Open Space Room 455 North Garland Avenue Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance
- II. Confirmation of Quorum
- III. Chair's Remarks
- IV. Approvals a. March 19, 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



Central Florida Commuter Rail Commission Technical Advisory Committee

VII. Informational Items

VIII. Committee Member Comments

X. Next Meeting

a. Next Meeting - May 14, 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 at least three business days prior to the event.

Technical Advisory Committee Meeting

March 19, 2025 2:00 p.m. LYNX Central Station

Attendees

Bill Wharton, Seminole County	David Cooke, FDOT
Sarah Larsen, Metroplan Orlando Michael Carman, SunRail	
Keith Moore, Winter Park Sandra Gutierrez, SunRail	
Tanya Wilder, Orlando Kim Hymes, SunRail	
Jacob Lujan, Altamonte Springs	Bobbie King, Volusia County
Christopher Carson, Deland	Ryan Ossowski, Volusia County
Tawny Olore, Osceola CountyBruce Detweiler, LYNX	
Renzo Nastasi, Orange County	Mark Calvert, Evolve

Minutes

The meeting was called to order by Chair Tanya Wilder at 2:00 p.m.

Pledge of Allegiance

Quorum was met

Announcements

• Chair Tanya Wilder thanked Osceola County who unanimously passed the commitment of \$500,000 for the Sunshine Corridor to start the PD&E study process, as well as Seminole County who led the way. Hopefully, Orange County will soon be going to their board next Tuesday. That's great news as we move forward on the expansion of SunRail.

Action Item:

• Motioned and seconded to approve the February 12, 2025, meeting minutes – passed unanimously.

Public Comment:

• No public comments.

Agency Update:

Presenter: David Cooke

- Presidents' Day Success!
 - SunRail heavily marketed normal service on Presidents' Day, February 17th, encouraging riders to visit family-friendly destinations during their day off from school this year.
 - This effort led to one of the highest ridership days in recent years at nearly 7,000 riders for a 44% increase.
- Human Trafficking Awareness
 - As part of a concentrated effort with FDOT, SunRail will be increasing awareness of human trafficking through multiple touch points to educate the community. The biggest change is the new phone number displayed on the signs (855) FLA-SAFE or (855) 352-7233.
 - Specialized training for staff
 - Platform signage
 - Onboard train signage
 - Website page
- Law Enforcement Partnerships
 - SunRail continues to put safety first with multiple partnerships with local law enforcement agencies.
 - Onboard and station outreach events
 - Equipment familiarization training
 - Full scale emergency simulated drills
 - Table-top exercises
 - Task Force meetings
 - Continued grade crossing details to monitor those locations and make contact with folks that were stopped on the tracks
- Coming Soon . . .
 - SunRail will continue to boost ridership this spring encouraging riders to get onboard!
 - Exciting spring break promotions
 - Choo-Choo to the Zoo
 - Event partnerships with local communities
 - Train to the Game
 - Social media fun
- On-Time Performance January/February 2025 Goal=95%; Actual=87.08%; Contract=97.83%
- Above Average On-Time 9 Days; 42 Operating Days; Ran 1,680 Trains
- Average Daily Ridership January/February 2025 5,190
- Boarding By Station Ridership January/February 2025 LYNX, Winter Park, and Kissimmee
- Onboard Stats
 - o ADA January/February 2025 Average: 26
 - o Bicycle January/February 2025 Average: 252
- *Tawny Olore:* I noticed you did not report on the budget. I see that's in the supporting materials. I think it's very important to move that up and report on that monthly because the local funding partners are paying for it now. So, it will be very important to us to continue monitoring the budget. I would request in future meetings, Madam Chair, we could make that information up and have monthly updates.
- David Cooke: Not a problem.

LYNX Bus Connectivity

Presenter: Bruce Detweiler

- We saw a 2% increase in overall connectivity ridership for the month of January when compared to last year, and February saw 3% increase. For the total cumulative for FY25, we're seeing a 2% increase when compared to last year.
- For feeder bus service, we take the combined totals for fixed route service, so we're looking at about a 10% decrease for January and 21% increase on Neighbor Link. On the current slide, Link 155, which was a feeder bus route for Osceola County was discontinued in December. The 831, which is a Neighbor Link service, covered a good portion of the 155 routes. I think a lot of people from the 155 are now going over to the 831. That maybe why we see a large increase in the 831 of 40%. The corridor from Sand Lake station to the airport did see a 50% increase compared to last year.
- February is a 6% decrease on fixed route service. When you take a combined and a 45% increase in Neighbor Link, again that 831 showing a large increase in passengers. The Sand Lake corridor showed a 32% increase compared to last year.

Votran Bus Connectivity

Presenter: Bobbie King

- The first slide you're looking at is the DeBary station. That's our feeder bus station and we're seeing about 56 on average daily ridership at that station, similar to last month.
- 00:15:16 Speaker 10
- This slide is our VoRide service, which is our micro transit service that serves both DeBary and DeLand. DeLand has much higher numbers because up until recently that was one of the major connection opportunities at the DeLand station. We now have a feeder bus going out there as of the third week of February, so next month I'll be able to report some numbers on that. The average daily ridership for both stations for VoRide is about 11 per day.
- This is the DeLand circulator. It was running 12:30 p.m. to 7:00 p.m. Monday through Friday just to downtown DeLand. February was one of our highest months and that's even with taking into account that on February 23rd the feeder bus switched to a full feeder bus service all day. Again, next month, we'll be able to report some numbers.

Budget Update

Presenter: Ryan Ossowski

- I want to tag on to what Tawny Olore said and this is also a request for David Cooke. I think it would be useful information to know FY24. The last time we saw FY24 numbers was September. Of course, there's closeout and where are we landing for the whole year? I think that would be useful information that we could start comparing fiscal year to fiscal year common to how the audit typically comes out after the fact, there's run out transactions. So where did we really end with FY24?
- CFRC meets next week and per the Interlocal Governance Agreement, we have until May 15th as local funding partners to issue any comments based off the tentative budget adoption that the CFCRC does. In that same Governance Agreement, the CFCRC, after any receipt of comments, should consider those partner comments.
- The budget overview is based off unifying operating expenses for both the FDOT and for our local administration. In some of the versions of the presentation are the supporting documentation, I've combined those things. In total, between FDOT's operating expenses and the CFCRC's in-house operating expenses, that makes up 76% of the budget. Capital maintenance is \$7.9 million. That's \$2,000,000 higher than the request from FDOT from the funding partners and that is based off the use of \$2,000,000 of state of good repair money we've discussed before, but that's officially what the budget reflects.
- Insurance is \$250,000.

- CFCRC operating costs are in there. The reserves of \$8.5 million, that's \$8 million of the state of good repair money and \$500,000 of local CFCRC reserves for contingencies. That gives the board some flexibility as we go further into exploring the next steps and transition, if there's a need for anything. Whether it's increased, maybe the budget for the attorney is not high enough, maybe there's some other service that's needed. At least there'll be some local funds on hand. It was a strategy that I discussed with all the CFOs of the local funding partners. We all agreed that it would be prudent to at least have some flexibility in the budget. Having that \$500,000 reserve is important, if the Board so chose to hire a consultant or there was some other need that came about.
- One spreadsheet had total revenues and total expenditures that had \$73 million; I called that attachment, the Central Florida Commuter Rail Commission recommended tentative budget. It has three columns, one for the already approved amounts that were included in the crossover year. That first column, being October through December 2025. The second column for January through September is just a calculation because the total is still based off numbers that we received from David Cooke for the running of the system. The total budget is \$73 million from the perspective of the CFCRC and there's a distinction there. One of the attachments I sent out was the calculations underlying the budget. That is the bigger budgetary picture, because that includes the revenues that the state is receiving for the system and then netting out in their request for us to fund it.
- The actual budget for the CFCRC and this was a perspective gained from all the CFO's when we met. What the CFCRC is adopting is a lower budget because we don't have to adopt those revenues. Those revenues are being recognized by the state and they're being netted out from the request for us. The CFCRC as its own local entity has a lower budget number because those revenues really aren't revenues to us, their revenues to the state because the state is still running the system. You don't see grant revenues here; you don't see fare revenues here because those are not revenues to the CFCRC as a local entity right now because they're still being recorded at the state level. So, there's a little bit of a difference there. The local support is most of the budget, appropriated fund balance, and the state of good repair money including the \$10M. We are going to proceed. FDOT would like an invoice from us to get that \$10 million in our bank account. I'll work with Lori from Seminole County to get that invoice out.
- The other piece would be interest earnings. Once we get that \$10 million in the bank account, it will earn interest and even with the conservative interest rate, trying to predict the future of what interest rates will do, \$250,000 is still an easily achievable number with \$10 million sitting in the bank account for the whole year.
- *Renzo Nastasi:* Wouldn't it make sense to have asterisks on there that identifies the additional revenue whether it's the fare box or grants, so you have total picture of the revenue?
- *Ryan Ossowski:* I can go back and add something and send it out to everybody with another perspective for potential use with your elected officials. It's just not in the slide deck, but the documentation that I did provide to the group, one of the attachments was the calculations underlying the budget, and that has all that in there.
- *Renzo Nastasi:* Understood. If this isn't going to be presented to the board, I think just having a complete picture might be helpful.
- *Ryan Ossowski:* You do bring up a good point about presenting to the board. We all know the timing of this got accelerated due to the transition. Since I will be on vacation next week, I'm thinking maybe the more appropriate person to present might be, Lori Bailey Brown since she is the CFO of the Chair county. I will update the slides and whoever wants to use the slides can use them, but this will not be a slide deck that I will be going through next week. I'm just trying to put it together to show you what I've done.
- **Tawny Olore:** It's important because some of the monies for the 5307 monies, half is dedicated to the operating side and half is dedicated to the capital plan side, which as you know in the Interlocal Agreements those are two separate calculations on how we get to the monies. If the assumptions were to change, that also changes the allocations. I think it's important to show the

revenue comes in and how it's allocated to the cost for services. For example, the 5337 dollars are all dedicated to the operating expenses. The 5307 dollars are half goes to operating, half goes to the capital maintenance. I think that's important for the CFCRC Board to understand.

- **Ryan Ossowski:** In FDOT's documentation, the operating dollars for 5307 were split 50/50 which aligns with the previous assumptions you had made. I'll try to work on a hybrid presentation. It's interesting because I had originally presented to the rest of the CFO group a budget amendment for the current year that we're in using the format of all the revenues and expenses the State was getting. Seminole County and City of Orlando both said that's not how it works. I must agree with them that really is not how it works. Those revenues are not revenues of the CFCRC the way that it is like from a finance professional nuance, but I'll try to work on something that tries to pull that all together.
- *Tawny Olore:* But they're revenues for the system which affects the Local Funding Partner's allocations?
- *Ryan Ossowski:* The local funding partner contributions summarized from an operating capital and insurance perspective, these numbers were sent out last week and they agree with the underlying calculations that I sent out yesterday. Here's the amounts. Renzo, as noted, I will collapse the City of Maitland and City of Winter Park into the Orange County line and not show anything for them. Is that what you would like?
- Renzo Nastasi: At least for this fiscal year. We need to show it is capped at \$350,000.
- *Ryan Ossowski:* Do you want to show it that way or just show it as an Orange County contribution and you guys know that you're going to get reimbursed \$350,000?
- *Renzo Nastasi:* An easy way of doing it is just to put an asterisk on both cities and say contributions were provided by Orange County.
- *Ryan Ossowski*: The contribution methodology is set. Tawny was nice enough to prepare the boarding percentages for FY24, which are used for the allocation of this budget. The track mile percentages are listed here just as a recap.
- *Tawny Olore:* We really did not see a whole lot of changes to these numbers from what was calculated for last year. Really, the biggest change was Volusia County went down 1% and Osceola County went up 1% in generalities. The rest of the partners stayed about the same. They're not changing too much even though we added DeLand to the mix.
- *Ryan Ossowski:* The document that I sent out yesterday updated the five-year projection. I used basically all the methodologies that Tawny used before, the 3.5% on a lot of the expenses with a 10% in the year of rebid. I really have no background to why or what when I'm putting this information together. I just relied on what your assumptions were, left that there, and increased that extrapolation out to FY30. The biggest change would be the base year change. While I'm using the same percentages, the base year is now what FDOT's request was for this year. The variance from last year's projection to the current calculations are shown here. The biggest changes for Osceola, Orlando, and Volusia had a decrease because of the percentage. As Tawny mentioned, we had a 1% decrease in ridership which overall led to that decrease.
- Some key reminders of some of the factors that are in the formulation that you see. Using the \$10 million of state of good repair money over five years, so \$2,000,000 a year. The contract rebids of FY27/28 drive that 10% increase that year. That's why the operating is a much bigger increase that year compared to the other years.
- I left fare box revenues at the 1% annual growth.
- Insurance costs were left at 5%.
- I left the LYNX contract in there for FY26/27.
- One factor that I had to put in there myself was we didn't have an attorney last year to factor in what the growth percentage would be on that. I also had to put in a base year. I asked my in-house counsel about what would be a good amount to put in for the budget and I didn't receive an answer. So, I put in \$500,000. I haven't heard anybody object and I'm growing it by 10% a year. I just

think we're going to get more complicated as we move forward and require more attorney services.

- This group is supposed to review the budget recommending the state of good repair reserve strategy based off our last meeting two Wednesdays ago; not the TAC meeting, but the last operational teams call that we had.
- The local reserve of \$500,000 that I mentioned gives the Board flexibility and then ultimately this must be forwarded on to the CFCRC. I will make the changes to add some slides to show the system as a total and then what's actually CFCRC's financial piece of it from an audit perspective.
- *Tawny Olore:* I would say the only other line to add to the recommendation is that FDOT also has a \$2,000,000 reserve for operating. I think that should be noted for the board, so they know that.
- *Renzo Nastasi:* Do you know if this is the presentation that's going to be shown?
- *Ryan Ossowski:* I will modify it, and I'll provide the slides, but I think it would depend on who's presenting it.
- *Renzo Nastasi:* For whatever it's worth, the five-year projection and the recommendations you made, I would suggest collapsing or adding an asterisk for Maitland and Winter Park. On the recommendations, we would add the other revenues.
- *Ryan Ossowski:* I'll try to present it as a system as a whole, because it's not just the revenues, it's the expenses as well because those expenses are a higher gross number than presented. I presented \$73 million of expenses, but it's \$100+ million. I will gross up both sides in the slide show. I'll piece that together and put the asterisk on Maitland and Winter Park and mention the \$2,000,000 reserve that FDOT is holding as a bullet point on the slides.
- *Tawny Olore:* I want to thank Ryan because it was a lot of effort in putting these numbers together. I did my spreadsheet and the ridership, and we were \$10 off. That was a good collaboration. It does take a lot to do this. Appreciate all your work.
- *Ryan Ossowski:* The slideshow was put together yesterday because you know the time frame we're working under. Definitely, can make those changes to give the Board its full perspective.
- *Renzo Nastasi:* Thank you both Tawny and Ryan for quickly putting this all together last weekend. I appreciate the effort.
- **David Cooke:** I do want to mention to Roger Masten and his team working with the Secretary to put together the FDOT numbers and make it work out as well. While it took us a little longer to get it to you than we had hoped, they did a great job of putting that stuff together, which is the base for a lot of the information that the CFO team and Ryan used. Kudos to everybody that was involved. I know it's a lot of effort and we're just glad we're there for next week's Commission meeting.

Capital Plan Update

Presenter: David Cooke

- CFCRC/SunRail Future Projects FY26-FY30 Projects
 - I know this information is not presented in a simple format and we will be taking this information and showing it in a tabular format next time.
 - Funding Sources: FTA (5307 and 5337), FRA (Discretionary CRISI Grants), CFCRC, Florida Rail Enterprise (FRE), State (D5), and other Federal (i.e., FTA funding for Hurricane/Emergency Response)
 - Total Funded includes CRISI Funding +\$135.4 million total
 - Total Funded and Projected Funding Needs = \$201 million (covers multiple categories)
 - \$124.4M Currently funded by the Department
 - \$11M Federally funded programs (5307/5337)
 - Local Funding Partner Contribution \$5,965,693 in FY25/26
- CFCRC/SunRail Active FY2025 Projects \$24.1 million All Department Funding
 - VSMF Maintenance of Equipment Building \$5.6 million Source: Intermodal Access Funding and FRE Funds. This facility is under construction now in Sanford and that is due to the fact that Amtrak no longer will be providing the heavy maintenance for our fleet. Those services will now be performed in-house by Alstom.
 - New Track/Civil Construction Contract various locations = \$11.2 million –Source: FRE Match Funded. Construction is ongoing and includes about 2 miles of new rail and tie work.
 - Two new Universal Crossovers (UXOs) proposed at Tupperware and LYNX Signals = \$4.6 million Source: FRE funded. This work is ongoing with Middlesex.
 - Hurricane Milton Recovery/Upgrades MPi75i7.3 4 new/additional culverts = \$1.1 million Source: Federal (FTA) Emergency Response
 - Communications Dispatcher Console Upgrade Project AVTEC Replacement = \$1 million – Source: 5307/5337/CFCRC funds – (Let prior to 1/1/25)
 - Signals/Comms Various Miscellaneous Projects = \$600,000 Source: CFCRC funds (Let prior to 1/1/25). This project includes (2) wayside controllers and some switches going in on the southern end.
- CFCRC/SunRail Future FY26-30 Projects \$135.4 million
 - 1. Maitland Bridge Replacement \$89 million, FY 26-FY 30 Source: FRE Funded
 - FRA CRISI Grade Crossing Safety Improvements (50% match) = \$13.8 million, FY27 to FY29 – 50/50 – Sources: FRA CRISI Grant/FRE
 - 3. MOW/Emergency vehicle access road improvements between Tupperware and Meadow Woods \$14.3 million, FY26-FY29 Source: FRE
 - 4. Communications replacement of Variable Message Signs (VMS) = \$2.0 million, FY26 to FY27 This is for full replacement on all station platforms and onboard the vehicles Source: 5307/5337/CFCRC funds
 - Communications various projects UPS replacement, Witronix/Violets/Antenna Upgrades, CCTV Replacement, Fiber backbone at Poinciana = \$1.3 million, FY26-FY28 – Source: 5307/5337/CFCRC funds
 - 6. Locomotive Main Engine Power Assembly/Bearing replacement = \$3.6 million, FY26-FY28 - Source: 5307/5337/CFCRC Funds +/or \$10M for train overhauls
 - 7. Bi Level Car Door operating motor rebuild and door control replacement = \$2.1 million, FY26-FY28 Source: 5307/5337/CFCRC funds
 - 8. Rail, Turnouts, Tie Replacements, Culverts various locations = \$7.3 million FY25-FY27 Source: FRE/CFCRC funds
 - 9. Signal Upgrades various locations = \$2 million, FY26-FY 27 Source: 5307/5337/CFCRC funds. This includes the ability to migrate new controllers and signal cabinets.
 - Note: Local Funding Partners contribute \$5.9M in FY25/FY26 to items 4 through 9 above
- Local Funding Partners Capital Maintenance

- o 5307 funds expected to be greater than previously estimated.
- This expected increase will result in a decrease in the local contribution for Capital Funding from \$6,262,000 projected last year (2024) to \$5,965,693 this year.
- *Tawny Olore:* In FY24/25, the local funding partners gave about \$4.45 million for capital maintenance. In your previous two slides, I'm not seeing where that adds up to it on the active 2025 projects. If I see \$1 million for communications, 5307/5337 and CFCRC and then I see \$600,000 for CFCRC funds, are we expecting a budget surplus on capital funding for FY24/25?
- David Cooke: No, I think that also that also included some of the 5337 funds for FY22.
- Tawny Olore: What I'm saying is that the budget the local funding partners provided to FDOT for these projects were \$4.45 million. I'm not seeing that on this slide in terms of what those funds are being used for. A lot of these projects they say have FRE, federal and then the last two say that there is a portion of CFCRC funds as well as 5307 and 5337. I think going forward we're going to see information on the budget for operating as well as capital plan, so we can understand. On these future projects, the second one, you say FY26 through FY30 projects. For FY24/25 we did have a credit for the state of good repair for FDOT revenue of \$2 million which was supposed to be used for vehicle overhaul. I'm not seeing on your slide that there was vehicle overhaul projects allocated to the CFCRC. For FY26 through FY30 projects, that's five years' worth of projects. I know you had budgets because you provided us with them, but what are those projects for each of those years? Because the CFCRC should probably approve projects per year based on the budget per year. For example, the \$6.262 million, which is the budget year that the Board's going to approve, what projects make up the \$6.262 million and those projects should be listed with the budget of \$6.262 million and that is approved by the CFCRC and then reported on by FDOT to the Board, how those projects are going. These slides are just a summary of five years and the summary of the FY25. I don't think the CFCRC ever approved projects for FY25 even though we provided the \$4.45 million.
- *Ryan Ossowski:* Go forward a slide. It would help when you have multiple years to know how much is in each year. Those bullet points would help you add up to get to that point.
- Tawny Olore: You did provide it to us because that's how we built the budget.
- *Ryan Ossowski:* I can't go from there to here because it's not broken out on that slide that way.
- *Tawny Olore:* I would think that you have that information because you have it per year, it's just not shown that way on here. It says for FY26 to FY30 for locomotive main engine power assembly bearing replacement \$3.6 million and then ±\$10 million for train overhauls.
- *David Cooke:* Yes, that's where the funding would come from.
- *Tawny Olore:* For next week's CFCRC meeting when you show this capital plan you must show what the projects are that were paid for by the CFCRC's \$4.45 million. Right now, it's not clear, and then show what projects make up the \$6.262 million.
- *Ryan Ossowski:* Going back to our conversation from two weeks ago, there's a fiscal year issue here too. The state resolved the operating side because they made it very clear on their sheet that they provided to all of us. This was for October 2025 through September 2026. If you look at this sheet that I put together, the reason why I split it into two columns is because of these types of complications. The capital budget, the \$4.4 million, was for January through December, at least that's the way that the LFA was adopted. This capital budget, I'm assuming since you gave us this one this is now aligned to our fiscal year. Our contribution of \$7.9 million, \$2 million coming from state of good repair includes ¹/₄ of last year's number and you can see on this sheet where I added them together. They might not have \$4.4 million + \$7.9 million because they might be overlapping. They might only have \$3.3 million + \$7.9 million.
- *Tawny Olore:* We're giving another \$6.2 million within the budget.
- *Ryan Ossowski:* The \$6.2 million was last year's projection. Can you go to the next slide? Are you pulling off that slide there?
- Tawny Olore: Yes.

- *Ryan Ossowski:* That number has been updated to \$5.9 million, but I'm saying \$7.9 million because we're going to give them \$2 million of state of good repair money as well. We all know we're talking about the period that is October through September. For this window, they're trying to align it. Since essentially the \$5.9 million which is comparing to the \$6.2 million is for the period of October through September, but the \$4.4 million is for the period of January through December, both of those columns contain October through December of FY25, so they're not getting the money twice from us. For the nine-month period that's this fiscal year, they're only going to get \$3.3 million from us. If that helps explain a little bit of the variance, but still, I don't see things that add up to \$3.3 million. This slide does do a good job showing another question that I think the group had earlier, which is the \$2 million. Are you going to ask for the \$2 million out of the \$10 million for the nine-month period to use it in this period. If we are not at \$3.3 million of projects yet, then we're certainly not at \$5.3 million of projects.
- *Tawny Olore:* I do think there's a savings because it's not adding all up. That's what I'm saying. I don't think that they're going to use that based on this presentation. It's not adding up to the money that was provided.
- *Ryan Ossowski:* It would be helpful if you could add a FY25 column to this just to show the \$3.3 million and then what you're spending the \$3.3 million on? I think Tawny and everybody else would still like a reconciliation because this sheet was not broken out the same way that the projects were, it's more summarized. It's just hard to link what we're looking at between these two fiscal year growing pains.
- *Tawny Olore:* There's not as much variability in the operating dollars because those are mostly 90+%. Most of it is contracts. The only variability with it that you're going to see is the consultant support and maybe the incentive/disincentive program. There's maybe a little bit there because there's an assumption made for that. Operations and maintenance, that's all by contract. moovel is contract. Green energy fuel may have some of the variability, but for the most part that's fixed. It's these capital projects that are not necessarily fixed that need to be approved for your capital plan.
- Ryan Ossowski: Do you follow what I'm saying with 4.4 million versus \$3.3 million?
- Tawny Olore: Yes. Because that was done for 12 months versus nine months.
- *Ryan Ossowski:* In the LFA, it was even split out further than the last \$1.1 million. It says it's for October through December, which is our next year.
- *Tawny Olore:* I'm looking at your supplemental information. It looks like you're budgeted at \$55.4 million and you're running right now at \$46 million. So, you're running under. It looks to be in state of good repair/heavy maintenance that is lower. Your preventive maintenance is a lot lower. Your PTC looks to be \$1 million plus lower as well. Is that just lagging on delay of invoicing? Do you think it's going to be truer to budget? That's in the supplemental information. That's why I'm saying we need to move that budget information up so we can see it.
- *Ryan Ossowski:* When you have lagging information like that, one of the metrics that the Board might be able to make up is a guess of how things are going. What percentage are we through the budget this year now? What percentage were we at the same point in time last year? Because then you can align that to where did we land last year, and if last year was also due to delays and invoicing, even though we're six months through the year, we're only five months through the budget and last year we were also only five months through the budget, but we ended the year where we should. Then we know that we're on track. That's a possibility. I don't know what kind of capabilities the finance backend of FDOT has.
- *Tawny Olore:* Looking at the supplemental information on the parking lot, it looks like Poinciana is over 60% full and DeLand is over 50% full. Is there a point where FDOT would recommend, we start looking at additional parking?
- *David Cooke:* It's something to be considered. Keep in mind those parking counts that are taken once a month in the middle of the month in the middle of the week, so it's just a snapshot.

- *Tawny Olore:* It was a significant increase between January to February. I know Metroplan had started looking at parking at these stations and then put it on hold due to the pandemic. Is it time to take that analysis off the shelf and start looking at that again? Maybe that's something you could talk about internally. Several of them are getting close to that 50% or above, and it takes a while for us to understand where we budget for additional parking.
- Sarah Larsen: We could talk about it internally and see if it's time.
- *Comment:* Meadow Woods was one of those stations.
- Sarah Larsen: It was Tupperware, Meadow Woods and Poinciana.
- *Tawny Olore:* Meadow Woods you're holding at about 40% right now, but it would be good to look at it. DeLand's at 50%.
- *David Cooke:* It was a lot more than that yesterday.
- *Tawny Olore:* It's a good problem to have, but it does take us time to go through the motions of studying it and planning for it.
- *Tanya Wilder:* If that study were to happen, would that be based off the contingency within budget?
- *Tawny Olore:* Those capital dollars would probably have to be put into the capital plan and Metroplan was looking at federal funds as well. Metroplan does not include DeLand, so probably the Volusia TPO. That study was to see how much it could cost and where could the funding come from. So that was all part of that. Then the study got shelved because of the pandemic.
- *Tanya Wilder:* Do you think we're going to have some of these revisions and recommendations that were given today? Because I think we need to put the agenda out for the CFCRC by tomorrow. I think what's being asked is more of a breakdown and coordinating the numbers.
- *David Cooke:* Yes, we're going to try and do that.
- *Ryan Ossowski:* Are we going to get this electronically?
- David Cooke: You can, yes.
- *Tanya Wilder:* Thank you, Ryan, David, Tawny and others for the hard work you put into this. Numbers speak for themselves and moving the budget along and being able to present it to the CFCRC is important and you all did a fantastic job.

Committee Member Comments

• No comments.

Next meeting is scheduled for April 9, 2025, at 2:00 p.m., Lynx Central Station, Administration Building, Open Space Room

Meeting adjourned at 2:52 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 sitiyasyon fanmi an. Moun ki vle eksprime enkyetid yo konsènan konfòmite FDOT ak Tit VI ka fè sa lè yo kontakte:

ROGER MASTEN

SunRail Title VI Coordinator 801 SunRail Drive Sanford, Florida 32771 <u>Roger.Masten@dot.state.fl.us</u>

STEFAN KULAKOWSKI State Title VI Coordinator 605 Suwannee Street, MS65 Tallahassee, Florida 32399 <u>Stefan.Kulakowski@dot.state.fl.us</u>



WELCOME



CHAIR'S REPORT

SunRail

TANYA WILDER - CITY OF ORLANDO

1. JEBBRALANT





A P P R O V A L ADOPTION OF MARCH 19, 2025, MEETING MINUTES





PUBLIC COMMENTS



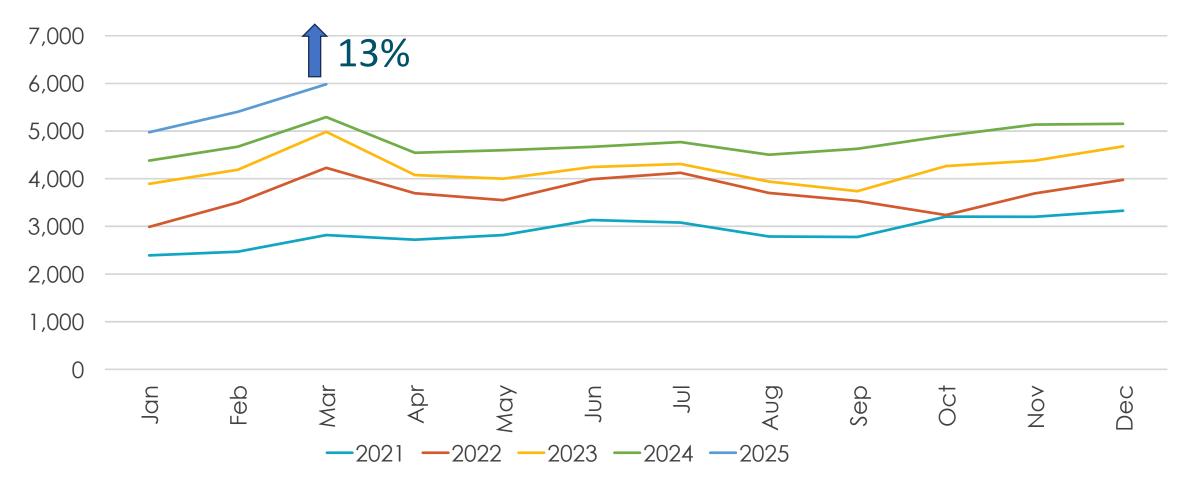


AGENCYUPDATE





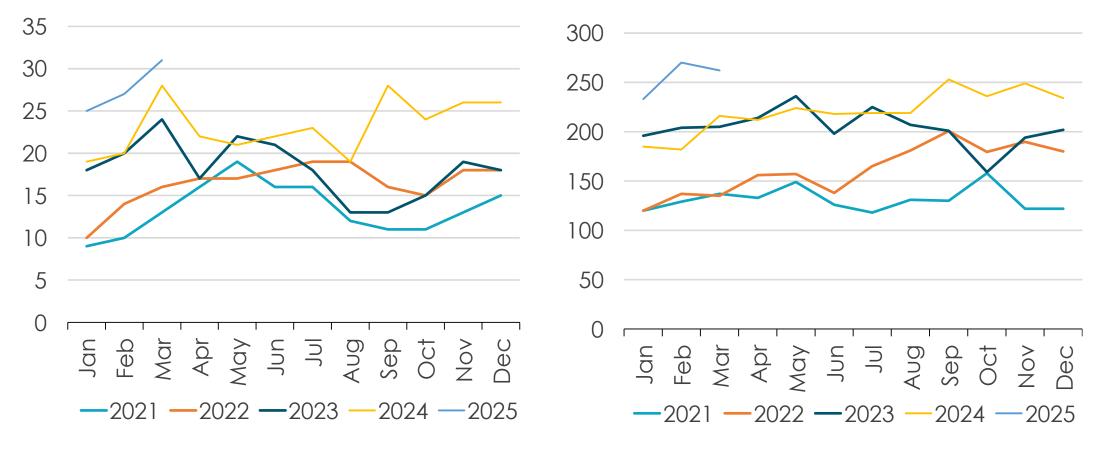
March 2025 Average - 5,982



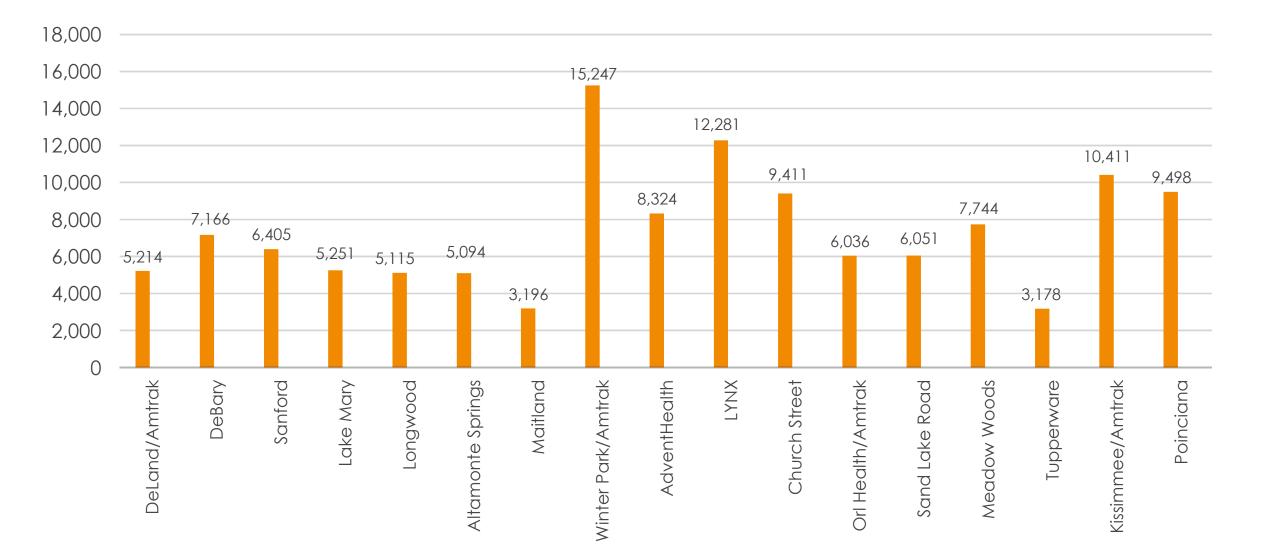


ADA Mar 2025 Average: 31

BICYCLE Mar 2025 Average: 262









ON-TIME PERFORMANCE

ACTUAL = 79.88%

CONTRACT = 97.62%

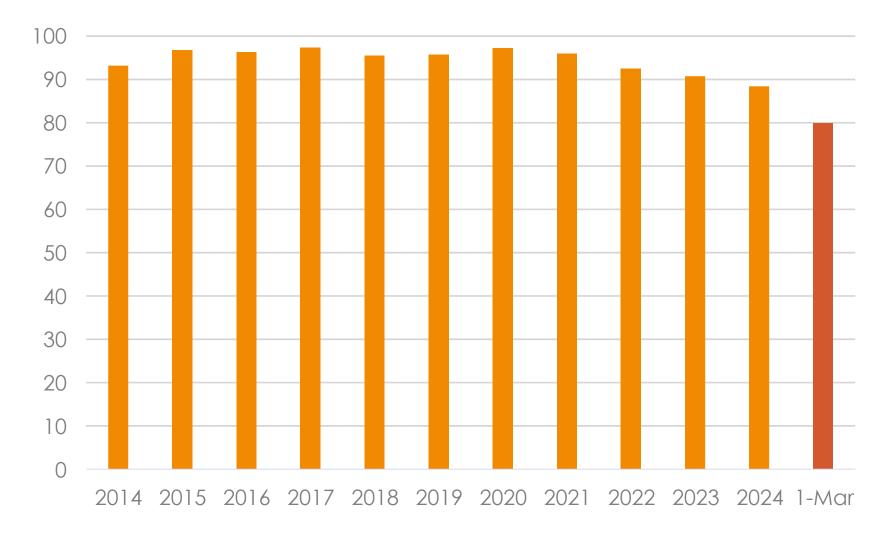
ABOVE AVERAGE

- On-Time 3 Days
- 21 Operating Days

MARCH 2025

GOAL = 95%

• Ran 840 Trains



FDOT

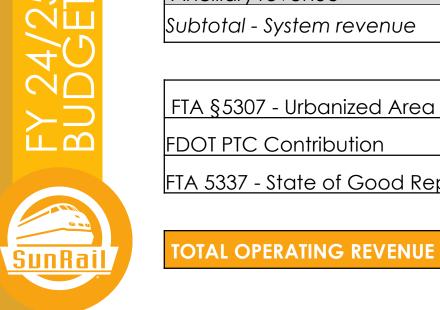
FISCAL 24/25 YTD Mar 31st, 2025		
BUDGET	ACTUAL	
\$10,663,642	\$10,595,541	
\$12,929,791	\$12,833,344	
\$1,179,672	\$972,920	
\$1,155,902	\$30,937	
\$2,969,110	\$2,965,467	
\$236,250	\$26,778	
\$78,750	\$71,922	
\$3,075,000	\$2,269,873	
\$5,000,000	\$4,229,667	
\$2,145,000	\$751,535	
\$3,300,000	\$1,695,587	
\$114,188	\$62,739	
\$1,039,500	\$884,273	
\$8,250,000	\$7,001,640	
\$52,136,804	\$44,392,224	
\$8,533,333	\$9,850,583	
	\$8,533,333	



TOTAL OPERATING COSTS	

\$80,649,071	\$60,670,

\$60,670,137	\$54,242,807



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
Subtotal - System revenue	\$7,187,997	\$5,390,998	\$5,344,210

FTA §5307 - Urbanized Area Grant Funds	
FDOT PTC Contribution	
FTA 5337 - State of Good Repair	

\$13,500,000	
\$ 5,000,000	
\$4,600,000	

\$13,500,000	\$13,500,000
\$5,000,000	\$5,000,000
\$4,600,000	\$4,600,000

\$30,287,997

\$28,490,998 \$28	8,444,210
-------------------	-----------

Discipline	Project Description		FY 2024/2025 (9 Month
Communication Systems	Train Dispatcher Radio Lifecycle Improvement Project CCTV Life Cycle Maintenance	Subtotal	\$1,044,460 \$450,000 \$1,494,460
Rolling Stock MOE	Comprehensive SunRail Equipment Exterior Cleaning Program Bi-Level Seat Replacement Phase 1 MOE Mobilization Services	Subtotal	\$421,892 \$1,406,168 \$694,123 \$2,522,183
Rolling Stock SOGR	HEP Electrical upgrades SunRail FAST Act Compliance/Violets and Antenna Upgrades Locomotive 110 - remanufacture Main Engine Locomotive - Remove and replace HEP Skid per year	Subtotal	\$365,766 \$348,401 \$523,347 \$262,486 \$1,500,000
Signal Systems	Rail Scrubbing Services – Various Locations, multiple WAs Grade Crossing Gate and E-Locks Replacement Program E-Lock at Donegan Crossing Controllers PTC Suspension Bulletin/ Web View Client Upgrades Duke Hardening - MP 803 Battery supply and install - 9 banks Grade Crossing Cantilever - 1 location supply & install		\$80,410 \$228,635 \$44,543 \$435,297 \$271,120 \$39,323 \$34,029 \$100,000
		Subtotal	\$1,233,357
Annual Capital Mtce Program Support Cost (Consultants) SubTotal	75% x \$9,000,000 75% x \$4,200,000		\$6,750,000 \$3,150,000 \$9,900,000
CFCRC Contribution SOGR FDOT Contribution 5307 Contribution			\$3,337,500 \$1,500,000 \$5,062,500

FY24-25 Capital Maintenance Budget



Discipline	Project Description		FY 2025/2026 (12 Months
Frack, Civil, Facilities and Stations	Three No 10 Turnouts - LOA OFI		\$300,000
	South Leg of Wye - DeLand MP 750.3, MP 766 Aloma Spur; MOE track - No 10 Turnout Install		\$300,000
	CWR Replacement - Install OFI rail various locations approximately 2,000 lf total		\$400,000
			\$1,000,000
Bridges Culverts and Retaining Walls	Bridge Replacement MP 764.0 - 3 tracks at entrance to VSMF		\$4,000,000
			\$4,000,000
Communication Sustance	VMC Life Curls Deple compat		¢0,000,000
Communication Systems	VMS Life Cycle Replacement		\$2,000,000
	UPS Life Cycle Replacement: Stations & Alternate Control Center		\$500,000
	Fiber Improvement Project includes relocating fiber out of R/W, laterals (4 items) Public Address - Speaker Boxes = 273 locations in 4 Stations/year		\$400,000 \$150,000
	CommsTransmission System - annual system wide upgrade/replacement - 13 yrs old		\$150,000
		Subtotal	\$3,300,000
		oubtotat	\$0,000,000
Rolling Stock MOE	Two locomotive - Repainting - includes windshield replacement per year		\$250,000
	Bi-Level Car Door Operator Motor Rebuild & Door Control Stations Repl Prog		\$2,050,000
	Two locomotive - Reconstruct trucks per year		\$250,000
	Two locomotive - Repainting - includes windshield replacement per year		\$250,000
	Locomotive - Remove and replace HEP Skid per year		\$262,486
	Train Wash Services - monthly wash cycle -33 vehicles x biweekly		\$550,000
			\$3,612,486
Rolling Stock SOGR	Two Locomotive Main Engine replace Engine using spare engine per year		\$1,000,000
5	Two locomotive - rebuild Engine per year (NRE)		\$1,000,000
		Subtotal	\$2,000,000
Signal Systems	Rail Scrubbing Services – Various Locations, multiple WAs		\$80,915
Signat Systems	WAGO - wire termination points & equalizers (end of life) - P2S mfg no longer supplying		\$300,000
	Event Recorders - next installation = 4 units		\$120,000
	Shunt enclosures (2 locations = 20 units)		\$125,000
	Wayside Controller replacements - 1 locations per year		\$375,000
		Subtotal	\$1,000,915
			¢14.040.404
Annual Capital Mtce			\$14,913,401
Program Support Cost (Consultants)			\$4,200,000
SubTotal			\$19,113,401
CFCRC Contribution			\$5,965,693
SOGR FDOT Contribution			\$2,000,000
5307 Contribution			\$7,181,307
			\$15,147,000
Additional Funding Source FRE			\$3,966,401

FY25-26 Capital Maintenance Budget



Five - Year Capital Mainten Discipline	Funding	5 - Year Plan	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
rack, Civil, Facilities and Stations	FRE/5307/CFCRC	\$28,966,875	\$4,000,000	\$5,000,000	\$5,750,000	\$6,612,500	
Bridges, Culverts & Retaining Walls	FRE/5307/CFCRC	\$12,006,250	\$1,000,000	\$2,325,000	\$2,500,000	\$2,875,000	\$7,604,3
Communications Systems	FRE/5307/CFCRC	\$13,634,687	\$3,298,401	\$2,070,000	\$2,380,500	\$2,737,575	\$3,306,2
Rolling Stock MOE	FRE/5307/CFCRC	\$19,396,715	\$5,615,000	\$2,760,000	\$3,174,000	\$3,650,100	\$3,148,2
Signal Systems	FRE/5307/CFCRC	\$9,906,883	\$1,000,000	\$1,000,000	\$2,277,000	\$2,618,550	\$4,197,6
Annual Capital Mtce	TRE/330//CTORC	\$83,911,410	\$14,913,401	\$1,000,000 \$13,155,000	\$16,081,500	\$18,493,725	\$3,011,3 \$21,267,7
Program Support Cost		<i>403,311,410</i>	\$4,200,000	\$4,347,000	\$4,499,145	\$4,819,597	\$4,988,2
Subtotal			\$19,113,401	\$17,502,000	\$4,499,145 \$20,580,645	\$23,313,322	\$26,256,0
Subtotal			φ19,113,401	\$17,502,000	φ20,360,043	φ23,313,322	φ20,230,0
CFCRC Contribution			\$5,965,693	\$7,896,445	\$9,163,154	\$10,541,380	\$10,541,3
GOGR FDOT Contribution			\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$500,0
307 Contribution			\$7,181,307	\$7,022,700	\$7,163,154	\$7,306,417	\$7,452,5
Additional Funding Source			#0.000.404	\$500.055	+	40.405.505	4
			\$3,966,401	\$582,855	\$2,254,337	\$3,465,525	\$7,762,1
			\$3,966,401	\$582,855	\$2,254,337	\$3,465,525	\$7,762,3
Five - Year Special Projects					\$2,254,337	\$3,465,525	\$7,762,
	FRE FDOT/FRA (CRISI)	Summary \$88,951,720 \$13,856,482	\$3,966,401 \$4,951,720 \$13,856,482	\$582,855	\$2,254,337	\$3,465,525	\$7,762,
Five - Year Special Projects Maitland Bridge Replacement 2. FRA CRISI Grant - Grade Crossing	FRE	\$88,951,720	\$4,951,720		\$2,254,337	\$3,465,525	\$7,762,
Five - Year Special Projects . Maitland Bridge Replacement 2. FRA CRISI Grant - Grade Crossing Safety Improvements 8. MOW Service Road/Emergency	FRE FDOT/FRA (CRISI)	\$88,951,720 \$13,856,482	\$4,951,720	\$84,000,000		\$3,465,525	\$7,762,:
Five - Year Special Projects . Maitland Bridge Replacement 2. FRA CRISI Grant - Grade Crossing Safety Improvements 8. MOW Service Road/Emergency	FRE FDOT/FRA (CRISI) FRE	\$88,951,720 \$13,856,482 \$14,301,539	\$4,951,720 \$13,856,482	\$84,000,000	\$7,000,000	\$3,465,525	\$7,762,
Five - Year Special Projects Maitland Bridge Replacement FRA CRISI Grant - Grade Crossing Safety Improvements MOW Service Road/Emergency Access Road Improvements	FRE FDOT/FRA (CRISI) FRE	\$88,951,720 \$13,856,482 \$14,301,539	\$4,951,720 \$13,856,482 \$18,808,202	\$84,000,000	\$7,000,000	\$3,465,525	\$7,762,:
Five - Year Special Projects Maitland Bridge Replacement FRA CRISI Grant - Grade Crossing Safety Improvements MOW Service Road/Emergency Access Road Improvements Five - Year Capital - Summa	FRE FDOT/FRA (CRISI) FRE	\$88,951,720 \$13,856,482 \$14,301,539 \$117,109,741	\$4,951,720 \$13,856,482 \$18,808,202	\$84,000,000 \$7,301,539 \$91,301,539	\$7,000,000 \$7,000,000		





LYNX CONNECTIVITY

	LYNX Fixed-Route Average Daily Boardings & Alightings by SunRail Station Area													
		Fiscal Year 2025												
SUNRAIL STATION	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Мау	Jun	Jul	Aug	Sep	DAILY AVERAG	
Days of Operation	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	١	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%



- Link 311 extension to Universal Epic Universe begins April 20, 2025
- Additional service to all three new Universal Hotels (Stella Nova, Terra Luna, & Helios Grand Hotel)
- 30-35 minute travel time between Sand Lake SunRail station and Epic Universe
- Service daily every 30 minutes from 5:15 a.m. 10:45 p.m.

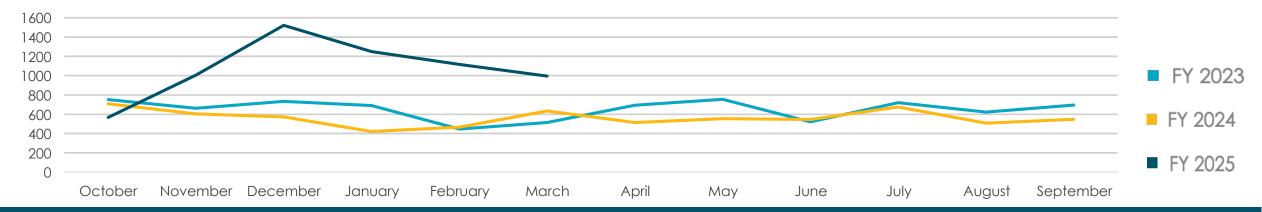




VOTRAN CONNECTIVITY

Activity at DoPany Station		Fiscal year 2024											
Activity at DeBary Station	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Daily Average
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
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Average
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
Activity at Stations	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Average
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
	Fiscal year 2025												
Activity at Stations						Fiscal yea	ar 2025						Annual
Activity at Stations	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Fiscal yea Mar-25	a r 2025 Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Annual Daily Average
Activity at Stations Days of Operation	Oct-24 22	Nov-24 20	Dec-24 21	Jan-25 22	Feb-25 20			May-25	Jun-25	Jul-25	Aug-25	Sep-25	Daily
						Mar-25		May-25	Jun-25	Jul-25	Aug-25	Sep-25	Daily Average
Days of Operation	22	20	21	22	20	Mar-25 21		May-25	Jun-25	Jul-25	Aug-25	Sep-25	Daily Average 126
Days of Operation Total Monthly Ridership- DeBary	22 11	20 13	21 21	22 20	20 17	Mar-25 21 8		May-25	Jun-25	Jul-25	Aug-25	Sep-25	Daily Average 126 90

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.



Votran DeLand SunRail Circulator Average Daily Boardings Fiscal year 2024 Annual Activity at DeLand Station Daily Average Nov-23 Jun-24 Jul-24 Oct-23 Dec-23 Jan-24 Feb-24 Mar-24 Apr-24 May-24 Aug-24 Sep-24 Days of Operation **Total Monthly Ridership** 328 617 289 -..... _ -----**Avg Daily Ridership** 19 18 _ 17 _ -

Activity at Dolland Station		Fiscal year 2025											
Activity at DeLand Station	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Daily Average
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.



COMMITTEE MEMBER COMMENTS





NEXT MEETING

MAY 14, 2025, 2:00 PM LYNX CENTRAL STATION ADMINISTRATION BUILDING

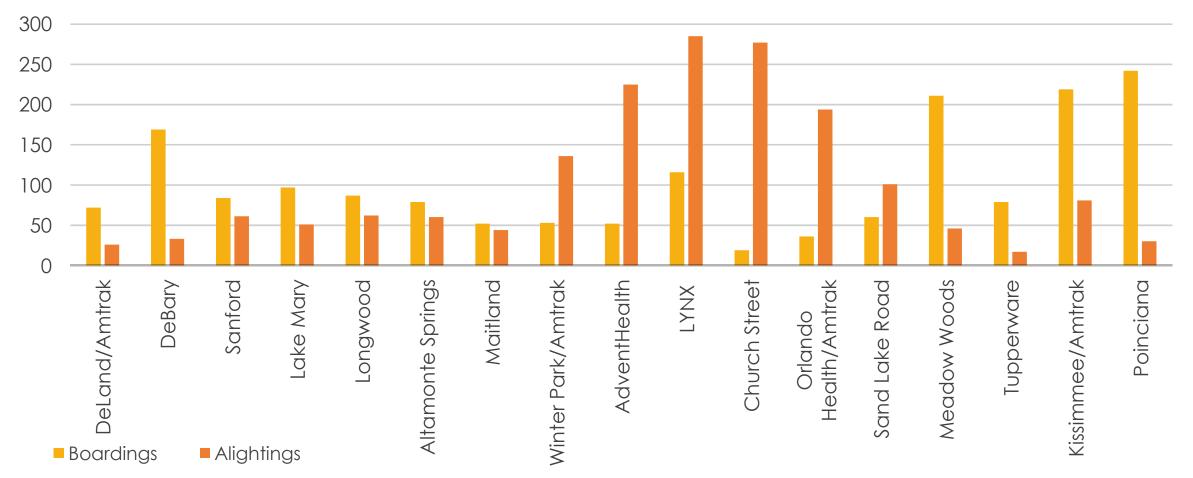


SUPPORTING CHARTS AND DATA



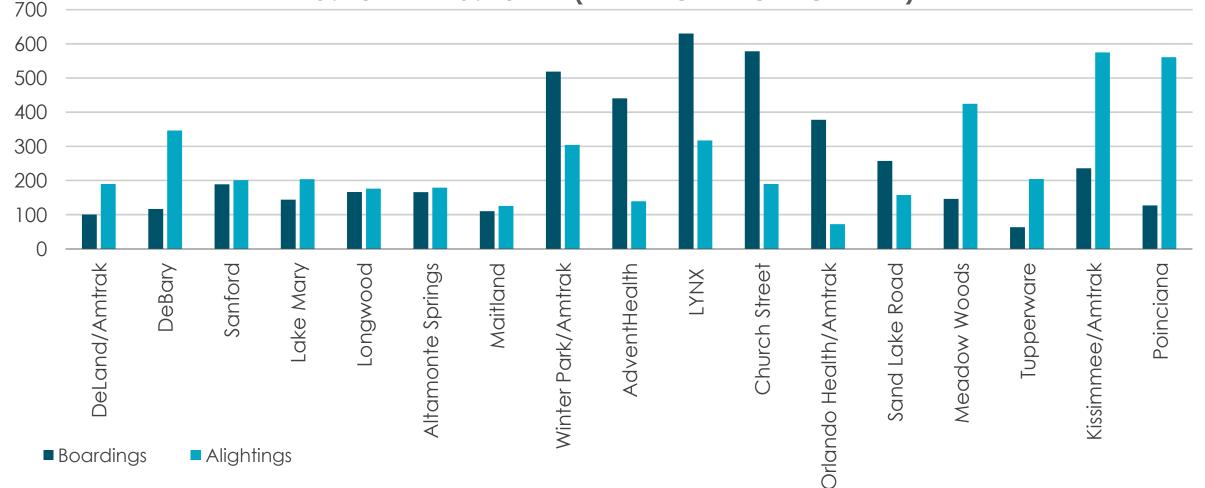


AM PEAK 5:45AM - 8:45AM (NB FROM POINCIANA)



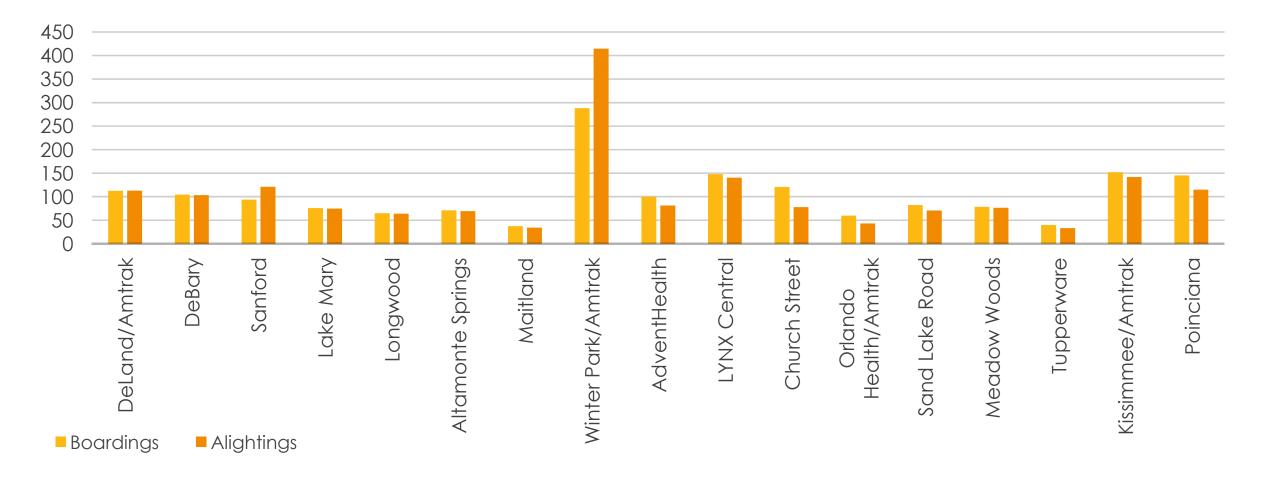


PM PEAK 3:15PM - 6:25PM (NB FROM POINCIANA)

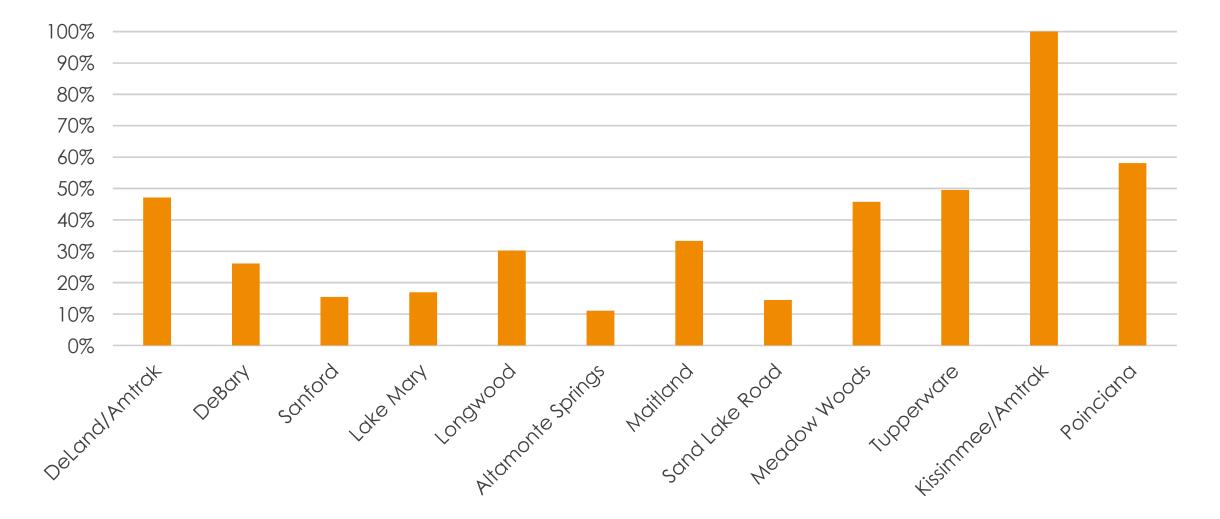




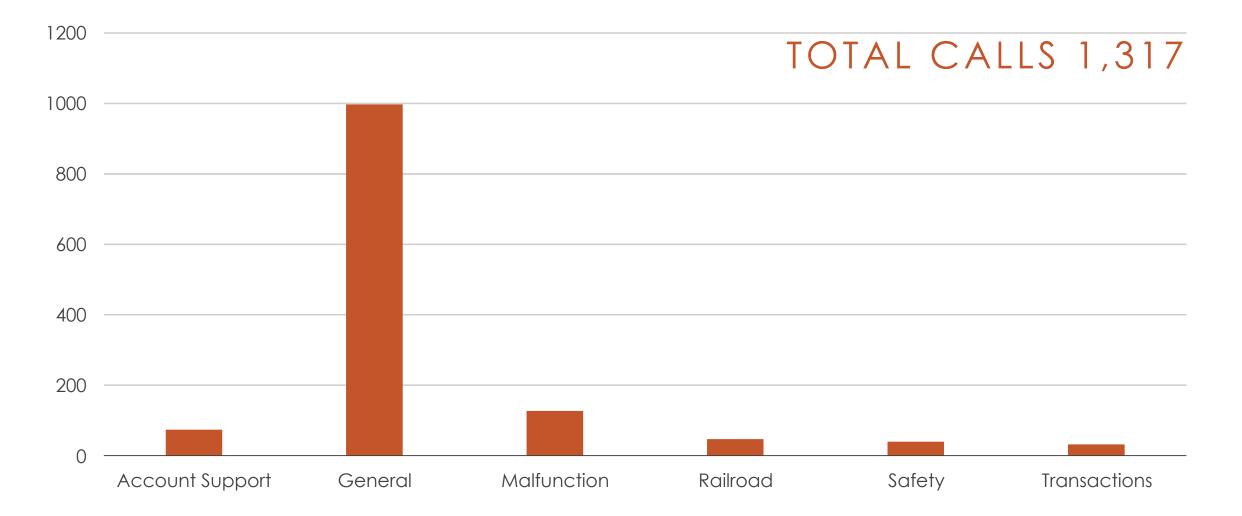
OFF PEAK 10:45AM - 2:45PM; 7:25PM - 9:55PM (NB FROM POINCIANA)













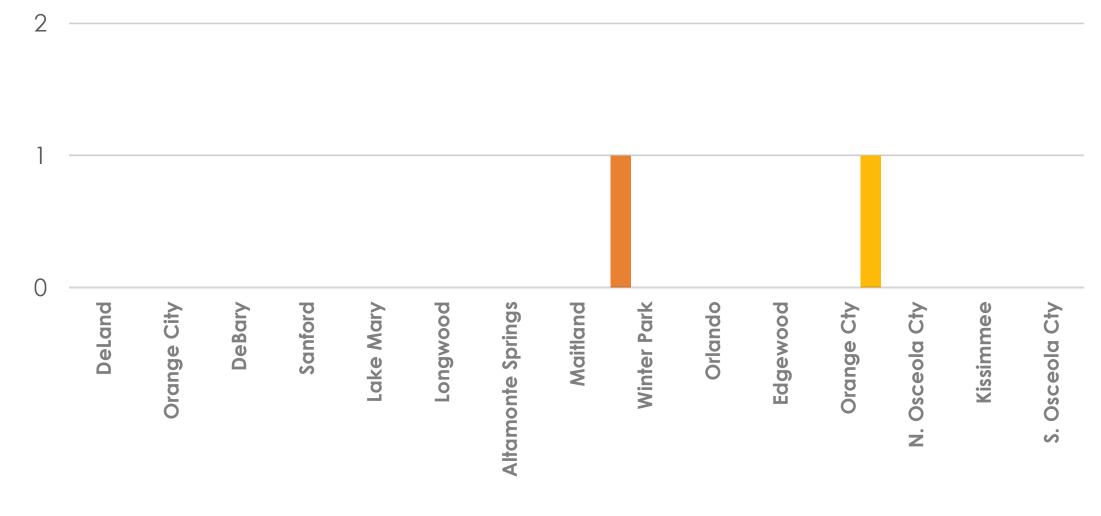
TRAIN PERFORMANCE DETAIL MARCH 2025

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

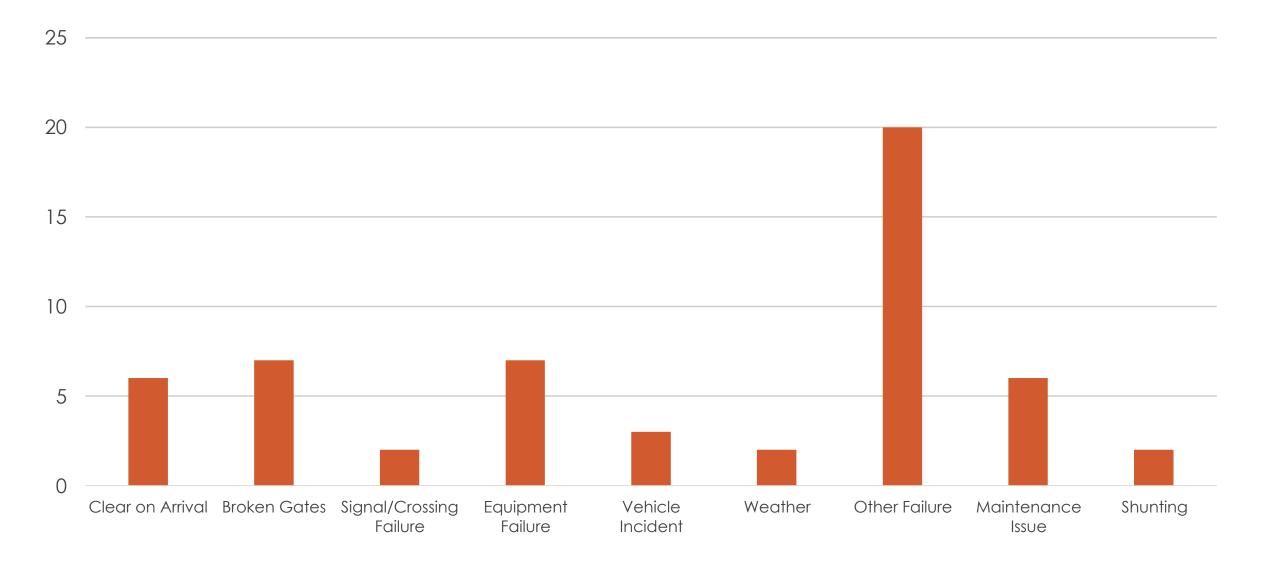
PERFORMANCE DETAIL	Days	Trains	Percentage	
Injuries/Illnesses	1	1	0.1%	
Maintenance of Way	14	25	3.0%	
Mechanical	6	15	1.8%	
Other	2	9	1.1%	
Passengers	12	37	4.4%	
Signals & Components	7	28	3.3%	
Train Interference	14	26	3.1%	
Trespasser/Grade Crossing/Near Misses	8	20	2.4%	
Total (Rounded)	161	19.2%		

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











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

