



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

JULY 24, 2025





Central Florida Commuter Rail Commission

Date: July 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 April 24, 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

- FTA Discussion on Transition – Secretary John Tyler and Stephanie Griffin Mateo
- Weekend Service – SunRail Chief Operations Officer – Charles M Heffinger, Jr.
- Budget Update and Seminole County Proposed Amendment to Central Florida Commuter Rail Commission Tentative Budget pursuant to Interlocal Governance Agreement, Section 4.01(G) – SunRail Rail Administration Manager, David Cooke

VIII. Action Items

- Ratification of Osceola County CAC Members
 - Daniel Lopez
 - Jarod Ruiz
- Re-appointment of Seminole County CAC Member
 - Eric Ulberg
- Request to approve Kaplan Kirsch LLP Attorneys to the CFCRC Legal Services Contract
 - Stephanie Griffin Mateo
 - Steven Osit
 - Allison Ishihara Fultz
 - Ayelet Hirschhorn
 - Charles A. Spitulnik
 - John Putnam
 - Adam Giuliano
 - Subash Iyer
 - Christian L. Alexander
 - Grant M. Glovin
 - Viktor Zhong
 - Casey Morris

IX. Board Member Comments

X. Other Business

- Next Meeting – August 28, 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.



April 23, 2025

Secretary John Tyler, Acting Chief Executive Officer
Central Florida Commuter Rail Commission
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

RE: Proposed Amendment to Central Florida Commuter Rail Commission (CFCRC)
Tentative Budget

Dear Secretary Tyler:

Pursuant to the THIRD AMENDMENT TO INTERLOCAL GOVERNANCE AGREEMENT of the CFCRC, a Tentative Budget is provided to the Local Government Partners for consideration by April 1 of each fiscal year. This agreement allows for a feedback period for the Local Government Partners. Specifically, the Interlocal Governance Agreement entitles each Local Government Partner to propose amendments to the tentative annual budget as stated below:

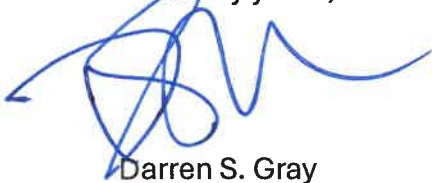
SECTION 4.01. LOCAL OPERATING SUPPORT

(G) On or prior to May 15, each Local Government Partner shall be entitled to propose amendments to the Commission's tentative annual budget. Any such proposal shall be presented to the Commission at its next monthly meeting and, if such proposals are approved by the Commission, the tentative annual budget shall be revised and the Local Government Partners' collective annual obligation to fund the Annual Funding Amounts shall be reduced accordingly.

On April 22, 2025, the Seminole County Board of County Commissioners voted to propose an amendment to the CFCRC Tentative Budget. The amendment proposed is that **FDOT provide a revised tentative budget after their fiscal year concludes to capture any fund balance remaining. This fund balance can be utilized to reduce the amount of the estimated budget level projected in the original Locally Funded Agreement.**

Thank you for your assistance as we navigate this new process together.

Sincerely yours,

A handwritten signature in blue ink, appearing to be 'Darren S. Gray', with a stylized, flowing script.

Darren S. Gray
County Manager

CC:

Amy Lockhart, CFCRC Chair, District 4, Seminole County
Buddy Dyer, CFCRC Vice Chair, Mayor, City of Orlando
Jerry L. Demings, CFCRC Secretary, Mayor, Orange County
Viviana Janer, Commissioner - District 2, Osceola County
Jeff Brower, Council Chair, Volusia County
Jay Zembower, Chair, Commissioner - District 2, Seminole County
Bob Dallari, Commissioner - District 1, Seminole County
Lee Constantine, Commissioner - District 3, Seminole County
Andria Herr, Commissioner - District 5, Seminole County

MEMORANDUM

PRIVILEGED AND CONFIDENTIAL

TO: Central Florida Commuter Rail Commission

FROM: KAPLAN KIRSCH LLP

DATE: June 11, 2025

SUBJECT: SunRail Transition and Sunshine Corridor Update to FTA Region IV

Meeting Summary: SunRail Transition & Sunshine Corridor Update

May 15th, 2025

9:15 AM – 11:30 AM

FTA Region IV, 230 Peachtree Street NW, Suite 1400, Atlanta, GA 30303

Introduction

Allison I. Fultz, Kaplan Kirsch LLP, the Central Florida Commuter Rail Commission's (CFCRC) outside counsel, attended the meeting as CFCRC's representative.

Florida Department of Transportation (FDOT) District 5 Secretary John Tyler, Rail Administration Manager David Cooke, and Chief Counsel Ryan Mahler presented the materials FDOT prepared to (a) present the proposed Sunshine Corridor project to Federal Transit Administration (FTA) Region IV to and (b) provide an update on the transition of responsibility for SunRail operations from FDOT to CFCRC. FDOT had previously briefed FTA on the SunRail transition in Fall 2024.

Recommended Next Steps

In light of the detailed questions FTA asked during discussion of the transition of SunRail operations to CFCRC described below, we recommend targeted information sessions in a format convenient to CFCRC on the following topics:

- FTA documentation and organizational requirements to establish an entity as a direct recipient for FTA grant and coordination purposes, including:
 - Governance structure
 - Funding streams
- The process for project development under the National Environmental Policy Act (NEPA) and related federal requirements – relevant background to the consulting engagement on which CFCRC is anticipated to begin shortly

Attendees

Name	Affiliation
Dudley Whyte	FTA
Robert Buckley	FTA
Aviance Webb	FTA
Julia Carrie Walker	FTA
Guanying Lei	FTA
Charles Chiu	FTA
Faisal Chowdhury	FTA
Margarita Sandberg	FTA
Mark Ferroni	FTA
Micah Miller	FTA
Peter Mazurek	FTA
Robert Sachnin	FTA
Michael Sherman	FTA
John Tyler	FDOT
David Cooke	FDOT
Gabrielle Mathews	FDOT
James (Ryan) Mahler	FDOT
Allison Fultz	KK LLP, CFCRC

Discussion Summary

1. Sunshine Corridor Update

FDOT presented the Sunshine Corridor work plan and timeline. FTA provided feedback on the NEPA process, including documentation requirements, use of existing corridors, public engagement, coordination with other federal agencies, and compliance with Title VI and Section 106 of the National Historic Preservation Act. The importance of avoiding pre-determined NEPA outcomes and considering emergency service coordination and historic resources was emphasized.

- David Cooke (FDOT) presented the Sunshine Corridor work plan and timeline.
- FTA staff provided feedback on environmental documentation requirements and process expectations.
- FTA requested the NEPA Determination Checklist and documentation including the CRAS and NRE biological studies.
- To maintain objectivity, FTA advised FDOT not to suggest a NEPA determination in writing.
- FTA recommended omitting Executive Order subjects (e.g., Environmental Justice, Climate, DEI) from the sociocultural analysis.
- Title VI compliance information must be included in all documentation.
- FTA will assist in refining the Area of Potential Effect (APE) along existing rail corridors.
- FTA recommended a dual analysis approach: (1) based on current rail infrastructure, and (2) assuming new track installation.
- Information on station locations, public facility impacts, and emergency response coordination, including Tribal consultation, is required.
- If referencing a prior Record of Decision (ROD), historic resource lists must be updated for age-based eligibility.
- Preliminary engineering should reach 30% conceptual design before entering the New Starts phase.
- Ensure milestones for the Presidential Dashboard are feasible under the NEPA timeline.
- A Documented Categorical Exclusion (DCE) may be applicable when a project has independent utility, such as work conducted within an existing rail corridor.
- All public engagement, including public consultation conducted under prior TCAR and Section 106 efforts, should be documented thoroughly.
- A Map overview of the corridor should be included in project documentation.
- FTA encouraged the participation of FDOT's environmental consultant in future meetings.

- Allow 30 days for FTA reviews during the NEPA process.

2. SunRail Transition Update

FDOT updated attendees on the SunRail transition to CFCRC, focusing on operational responsibilities, federal funding, and legal agreements. The discussion covered oversight expectations, FTA recipient requirements, and CFCRC staffing needs. Clarifications were provided regarding LYNX funding distribution and intergovernmental coordination.

- Ryan Mahler (FDOT) presented the SunRail transition plan, highlighting the Operations Phasing Agreement (OPA) assigning operations to CFCRC under a three-year term.
- Ryan Mahler confirmed that financial responsibility for the annual Operations and Maintenance budget shifted to CFCRC from FDOT as of January 1, 2025
- Micah Miller (FTA) inquired about terms of existing agreements and amendments.
- Robert Buckley (FTA) asked about FTA and LYNX funding flows, including how SunRail's portion of 5307 and 5337 funds are determined, and who else receives a share (e.g., Lake County).
- FTA clarified it does not dictate the split formula. FDOT agreed to follow up on how LYNX determines fund allocation.
- Dudley Whyte (FTA) emphasized that CFCRC would serve as the responsible oversight entity.
- Micah Miller stated that Interlocal Agreements with LYNX, a government entity, would not pose conflicts.
- John Tyler (FDOT) noted that FDOT will continue to play a supportive role in SunRail operations.
- Robert Buckley emphasized that CFCRC must have staff in place to qualify as a direct FTA recipient. Section 3H of the FTA Master Agreement outlines the technical capacity requirements.
- Micah Miller added that CFCRC staff must be accountable and directly employed or contracted, not solely external consultants.
- Robert Buckley pointed out that establishing a Civil Rights Program is one of the most challenging elements of the direct recipient application – must be clearly structured.
- Procurement processes must fully adhere to FTA guidelines.
- Michael Sherman (FTA) reminded attendees that the CORTAP Manual now includes 23 distinct areas of contractor oversight.
- FTA emphasized that regardless of whether CFCRC delegates tasks to partners, the Commission remains the entity responsible for federal compliance and must demonstrate capacity to manage its program.

- As CFCRC develops its operational program, FTA will seek understanding of CFCRC's governance structure and mechanics and how any federal funding splits are handled at the local level.
- References:
 - FTA CORTAP Triennial Review Manual:
https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-04/Fiscal-Year-2025-Contractor-Manual_0.pdf
 - FTA Region IV New Grantee Handbook: <https://www.transit.dot.gov/about/regional-offices/region-4/new-grantee-handbook>

Central Florida Commuter Rail Commission Meeting

April 24, 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 Commissioner
Jeff Brower
Board Member, Osceola County Commissioner,
Viviana Janer

Minutes

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

Pledge of Allegiance and Confirmation of Quorum

Approvals:

Presenter: Chair Lockhart

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

Announcements and Recognitions:

- **Secretary John Tyler:** We will be joined today by the Central Florida Tourism and Oversight District (CFTOD) Division Administrator, Stephanie Kopelousos. She happens to be my former boss, as a former secretary of FDOT. She's going to talk to us a little later in the agenda when we discuss the Sunshine Corridor PD&E Study. I do want to recognize and appreciate her being here today.
- **Chair Amy Lockhart:** We also have a new face on the dais with us today. Welcome to Stephanie Griffin Mateo from Kaplan Kirsch. She is our new board attorney for the Commuter Rail Commission. Would you like to introduce yourself and maybe some members of your team?
- **Stephanie Griffin Mateo:** I'm Stephanie Griffin Matteo from Kaplan Kirsch LLP. I'm happy to serve as council to the Commission and be part of the development of passenger rail in Central Florida. As a lifelong Central Florida resident, I'm very excited to be here. Maybe a couple of our attorneys with us could stand up, and I'm happy to introduce them. We have Charles Spitulnik and Alison Fultz who are joining us here today and will be part of the team that provides assistance to the Commission.

Public Comments:

Presenter: Chair Lockhart

- **Joanne Counelis, Lake Mary, FL:** Today's my birthday. We need 24-hour bus and train service including holidays, weekends and nighttime in Central Florida on 15-minute intervals. It's needed at the Lake Mary Prep School on Country Club Road, on Oviedo Boulevard at the Aquatic Center, and at Big Kahunas so that no one is stranded going to and from swimming. It would be easier if buses were every 15 minutes so that no one would be confused, sweaty, hot, cold, wet, or sunburned. We need mass transit.
- **Amy Lockhart:** Thank you so much for your comments. Since it's your birthday, I asked Mayor Dyer if he would be willing to lead us in a round of singing Happy Birthday. 🎵🎶 Thank you all so much for joining us in song. There are cupcakes on the back table for Joanne's birthday, so please help yourselves. We'd love to have you celebrate her today with us.

- **Bob O'Malley, Orlando Economic Partnership:** Thank you Madam Chair and Members of the Commission for giving me the opportunity to speak. I'm here to speak on behalf of the Orlando Economic Partnership. The Sunshine Corridor, which we'll be discussing later today, is a top priority of our board. Transportation has a huge impact on our economic development in the region. We are fully behind your support for the Sunshine Corridor and pledge to do whatever we can to assist and to support your efforts. A few of us just came from a "Rethink Your Commute" Summit that FDOT and the Center for Urban Transportation Research is putting on just a block away. There are approximately 100 people over there from all over the state and they're all excited to learn about the Sunshine Corridor. People in Tampa especially are excited about it. The support for this extends beyond our region and it's great to see not only support from the local governments, but also the private sector as well. Thank you for your support and anything that we can do to help you please let us know.
- **Mark Reicher, Winter Park, FL:** I stand before you today supporting the Sunshine Corridor advancement of the PD&E Study. As many of you on this board know, I represent RIDA Development Corporation. We are a large hotel in the marketplace and own the Hilton Orlando and the Hyatt Regency, which currently employs a little more than 3,000 direct employees. From Osceola County, probably 15% of our employment is coming from that area. This would be a tremendous connector and tremendous jobs training opportunity for us to start to look at ways to move our employees and our guests in and out of the I-Drive corridor. We think it will be highly attractive and excited to see how the environment will function out there. We're in full support of advancing the PD&E. Thank you for your support that you have pledged previously before it and made it to this board. Thank you very much.
- **Maria Triscari, International Drive Resort Area Chamber of Commerce:** I am the President and CEO of the International Drive Resort Area Chamber of Commerce which represents the I-Drive corridor, which is home to over 150 lodging facilities and companies, 54,000 hotel rooms, hundreds of restaurants, attractions, seven major theme parks, we employ over 100,000 employees, and we are home to 25,000 residents and growing. We are home to the world-renowned Orange County Convention Center, our major economic engine. The International Drive Corridor serves as the economic hub for Southwest region, providing jobs and economic growth. I have been before you before, and I want to reiterate the International Drive Resort Area Chamber of Commerce's deepest appreciation to the board, the Florida Department of Transportation and the tremendous leadership on this dais for your collective support and contribution to the Sunshine Corridor 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 entire region and provide much needed transportation for residents, employees and visitors. Thank you for your leadership and bringing mass transit one step closer by supporting this critical Sunshine Corridor PD&E Study. Thank you so much.
- **Secretary John Tyler:** Madam Chair and Commissioners, we have received a written public comment before this meeting. It's in your supplemental materials. It's from the Hunters Creek Community Association expressing their statement of support for the Sunshine Corridor, specifically the State Road 528 alignment. That is in your binders. We appreciate their comment. We'll add it to the record for the meeting.

Agenda Item: Reports – Technical Advisory Committee

Presenter: Tanya Wilder

- We met on April 9th at LYNX.
- David Cooke from FDOT provided an agency update which you will hear about today. The highlight is March ridership is up 13% from a year ago – approximately 6,000 daily riders.
- David also provided the fiscal year 24/25 operating budget as well as the capital maintenance budget with the breakdown of contributions from the CFCRC, state of good repair, FDOT, as well as FTA's 5307 funding sources.
- We were shown the five-year capital maintenance budget.
- The next meeting is May 14th at 2:00 PM at LYNX.

Agenda Item: Reports – Customer Advisory Committee**Presenter:** Luis Nieves-Ruiz

- The Customer Advisory Committee met on April 3rd.
- We have similar reports to the Technical Advisory Committee.
- We had agency updates from Mr. Cooke and connectivity reports.
- We didn't have a quorum this time, though there's been some new energy. Some new members, but sadly they didn't attend this time. Hopefully in July they will attend and we'll be able to have a quorum.

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

- Continued Ridership Growth
 - Quarter 1 ridership rose over 11% compared to 2024, with a monthly average of nearly 115,000 passengers.
- Upcoming Marketing Programs
 - SunRail is testing new YouTube advertising spots to reach a younger audience
 - AdventHealth Corporate 5K partnership with Track Shack, May 8th
 - Racers can ride FREE with their race bib
 - Additional 9:15 PM northbound train to help riders get back home
 - 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) – 5,982 riders – 13% increase year over year
- Average ADA (March 2025) – 31
- Average Bicycle (March 2025) – 262
- On-Time Performance (March 2025) – Contract Goal=95%; Contract=97.62%; Actual=79.88%
 - Our on-time performance for March was slightly below 80%. This is an area that we have been looking at closely. Along the corridor we've had changes throughout the years that we have not necessarily addressed. We're looking at making some potential changes within the schedules going forward. We're still looking at that, but we certainly are striving to get our on-time ridership percentage back up into the 90% range.
 - 21 Operating Days, Ran 840 Trains

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

- For March, we saw a slight decrease in ridership of about 1%. Overall, for the fiscal year, we are seeing a 2% increase when compared to the previous fiscal year.
- For our feeder route service, March had a combined decrease of 3% on fixed routes and we saw a 42% increase with the Neighbor Link services.
- The Sand Lake SunRail station to the airport corridor, we saw a 32% increase when compared to last year.

Agenda Item: Reports – Votran Connectivity**Presenter:** Bobbie King

- DeBary Feeder Bus Service – It's slightly down a little bit for the month of March. I think that could be because of the week of spring break and potentially people were doing something other than going to work. We'll see how that works in April.
- VoRide: Micro Transit Service – We cover both stations with that service in case somebody wants to utilize that instead of the bus. Again, slight decrease for the month of March for both stations.
- DeLand Feeder Bus Service – March was our first full month of running all day service. Previously, we had run about half a day, and we are seeing somewhere around the same ridership as we did in February. We expect that to go up as people understand how that route works. That route is partially funded by the City of DeLand. As you may recall this took the place of the former DeLand Circulator.

Agenda Item: Informational Item – Rail Safety

Presenter: Charles M. Heffinger

- I'm here to speak about the Central Florida Rail Corridor's Safety and Security System. This covers about four different areas: (1) regulatory and contractual compliance, (2) incident tracking analysis and reporting, (3) public safety and security outreach, and (4) safety and security improvements along the corridor.
- We're a group that responds and complies with multiple regulatory and contractual agencies. When a 288,000-pound train coming down the tracks at 79 mile an hour, there can be no issues. Everything must be perfect, and that's what we try to be. SunRail is overseen by the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Transportation Security Administration (TSA) - the same ones that are in our airports. There is a State Safety Oversight (SSO) office in Tallahassee that we report to, and we report to OSHA on a multiple of items. We have contractor safety requirements. We have internal plans that we adhere to. We have multiple trainings and certifications that are required by the FRA, the FTA and the TSA.
- For the incident tracking, we track, analyze and report every incident. We report the threshold incidents for all federal and state level regulators (TSA, FRA, FTA, our State Safety office). We investigate every incident. We determine the root cause, and our team develops corrective actions to prevent them from happening in the future. We also provide a continuous update of a master list of CFRC/SunRail incident tracking logs for trends analysis. We want to see if we notice a trend occurring and want to be able to recognize that and set up a plan to mitigate.
- Our safety team deals with public safety and security outreach. We're engaged with activities with our first responders. We work with community events, with law and locomotion. We just recently had this with law and locomotion. We've got a great relationship with the City of Sanford. We work with three officers, and they work with their local team. We had an entire group ride. The goal was to have the community ride our train and mingle with the law enforcement to get to know them. They asked all kinds of questions. We rode on the same train to Winter Park, got off and had refreshments. About 45 minutes to an hour later, everybody got back on the train and rode it back. It was a great day. This brings the community closer with our law enforcement officers and our public safety. It was a great day to be part of Sanford Police Department and their community.
- If anything does happen, we want to make sure we are prepared. It's not every day that the SWAT team gets to go on to a locomotive or a train cab. They aren't familiar with trains. We want to make sure that they are familiar with trains. We recently completed emergency preparedness exercises with Volusia County at the same time we did Phase 2 North. We recently completed Seminole County in February (photo shown). What we do is we have to be ready. I always say if you play sports, you practice like you play and you play like you practice. We had a complete drill with the FBI, the SWAT team, the local sheriffs, and all our local law enforcement officers dealing with veracious scenarios in regard to security. Even had a robot with the tank tires on it that we went into the train with. We practiced like it was a real incident. If an unfortunate event happens, our local team will be prepared.
- We have grade crossing enforcement details. Every year we've had a lot of issues with people not getting off the tracks. We work with our local law enforcement. On July 1st last year, our local legislature passed a new statute stating if you get a ticket for stopping on the railroad tracks, it's a \$500.00 fine and six points on your license. To date in 2025, we've had 21 details. A lot of them have been in Maitland. We stopped 323 people – 75 were talked to and 248 received tickets. One of the things that we're very proud of is we had an award-winning campaign for Target Zero. We won the AASHTO Transportation Communication Award by reaching out to our partners. Not only do we have a successful and great cross enforcement detail, but it's also an award-winning detail at that.
- Safety security improvements are implemented to lower the risk within a certain area and reduce the likelihood of future incidents, injuries and fatalities. They are designed to address common

root causes from historic incidents, and we prioritize our work to upgrade based on historical incident data and risk-based management of a hazard analysis.

- We met with the FRA this morning and they were talking about how the state of Florida has designed these signal bungalow safety messaging wraps. At every crossing, you're going to see this big 10 x 10 x 8-foot-tall signal bungalow wrap. We've decided to put these messages on these bungalows to work with our safety messaging in our community. We've focused on not stopping on the tracks by helping to minimize the queueing of traffic. We focused on using the Emergency Notification System (ENS) signs to call CFRC dispatch in case of an emergency. At every crossing you're going to see that number. Report that emergency number that goes directly to our dispatch, who has direct contact with the trains, and we could stop those trains from crossing that station. Finally, we have the national suicide crisis, lifeline and awareness. We want to be there to help, and we want to provide some opportunity for phone calls and some assistance. Overall, we had 22 of these bungalows wrapped and completed at prioritized locations based on where we had incidents and where we've had some unfortunate trespasser issues.
- We had 17 crossings where we had noticed cars had turned right and went down the railroad tracks. Often times, we're in our own little world and doing our own thing. We're listening to Google and no matter what Google says, we're going to follow that Google guide when he starts talking and it says "turn right in 50 feet" and people are turning right in about 20 feet and that eventually leads them down these tracks. The one mitigation that we've done to help curtail this behavior is installing these object markers and delineators. There's about 17 locations where we implemented this same mitigation about two years ago. We've had zero cars go down those roads since then. We did the same with eight more locations about six to eight months ago. Zero cars have gone down these crossings. Mike Carman, our Director of Operations, has traveled over the nation and spoken at multiple conferences. We have set a standard for this type of mitigation. It's a simple improvement, not very expensive, but it produces tremendous results.
- We are happy to report that we've also got an upcoming CRISI safety grant that will allow us to implement several other safety improvements.
 - Striping, RPMs, Delineators: We're going to be adding striping, RPM's and delineators at over 90 locations along our corridor.
 - Preemption: We're going to add two locations with preemption. What that does is when the train is coming, before the train gets there, the preemption communicates with the signals and those signals cycle out the traffic to ensure that no cars are caught between the gates during the approach of the train.
 - Pre-Signal/Queue Cutter Signals: We're going to have four new locations with both pre-signal and queue cutters. For example, at Lancaster, there's a 100-foot gap between the railroad tracks and the local road. We're putting a pre-signal before you get to the railroad track. That signal turns red first, stop the cars from coming, the other cars follow over the rail, they follow through the next stop light at the road, and it clears that queue. There's no more backing up onto the railway. That happens a lot.
 - LED R8-8: The perfect example is the LED R8-8 sign, which is essentially a "Do Not Stop on Track" sign. When you are going westbound on SR 50, the left turn lane backs up all the time when turning onto I-4. Unfortunately, people pull up, and they don't know their rear end is on the tracks. We have a LIDAR instrument that activates if that car is located within the railroad envelope, where a flashing LED light tells them they need to move. We're proud to install these at five locations along the corridor.
 - Escape Lanes: We also are looking at adding some escape lanes at three or four possible locations. A lot of times if we don't have enough space and cars queue up and are getting close to the tracks, these escape lanes serve as a safe place where drivers can pull out and away on the other side. It's like having an additional lane of traffic to give somebody physical room to pull into.

- Fencing: We're looking at adding about 140,000 linear feet (26 miles) of fencing with this new grant. It would be great to fence the entire corridor, but that is expensive. We have identified locations where we've had reoccurring trespasser and animal strikes in the past so that's why we're prioritizing these areas.
- Pedestrian Channelization: The pedestrian gates tell you where to cross safely. You've probably seen people following the rules, and you've probably seen people running right across to the left, to the right, and all over the place. This channelization is proposed for two locations that will help guide people to those gates and allow folks to cross safely across the tracks.
- **Amy Lockhart**: Thank you for the good, updated information. I look at all those details through the lens of the fact that this Commission is supposed to be taking over operations in the next couple of years. Everything you share I put in a little bucket in my brain and go ok, who, how, and check the box. I don't think we recognize the team you have pulled together to make sure all these things are happening and really appreciate the marketing highlight that was given a couple of meetings ago. This is just one other thing that is being done through a contractor on your team. I certainly don't want to put everything on your shoulders, but a lot of work is being done and we all thank you for that.
- **Charles Heffinger**: Yes, ma'am. There's a lot of work and it takes a lot of people to make it happen. I believe we have one of the best, if not the best, teams around for running rail here.

Agenda Item: Presentation – Sunshine Corridor PD&E Study

Presenter: David Cooke

- Agenda
 - Project Overview
 - Early Partner Activities
 - Environmental (NEPA)
 - Public Engagement
 - Preliminary Engineering
 - Cost Estimates and Financial Plan
 - Timeline
- Project Overview
 - Project Development & Environment (PD&E) Study – This study will be for a shared rail corridor for intercity passenger and commuter rail expansion connecting SunRail to the Orlando International Airport (MCO), the Orange County Convention Center (OCCC), and southwest to South International Drive (I-Drive) and Disney Springs.
 - Potential future expansion for commuter/intercity service from Orlando to Tampa.
 - Objectives: Are to meet the NEPA/Federal requirements, define a preferred Alignment, evaluate the feasibility, and to develop cost estimates and a Financial Plan
 - FTA Capital Improvements Grant Prerequisites
- Early Partner Activities
 - Local Funding Agreements (LFAs)
 - Memorandums of Understanding (MOU's)
 - Recurring Sunshine Corridor Steering Group Briefings
 - Starting Consultant Procurement, Environmental Screening, and Preliminary NEPA efforts underway
 - PD&E Consultant Procurement
 - If the Commission moves forward today, FDOT will procure a PD&E consultant to support the environmental and engineering work required.
 - The Study is scheduled for advertising on April 28th with consultant selection anticipated to occur by late June.
 - ETDM Programming Screen
 - FDOT will initiate the 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 (NEPA)
 - Environmental Documentation and 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
 - 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.
 - Shingle Creek Transit and Utility Community Development District (SCTUCDD) and Brightline:
 - Stakeholder coordination and contribution to meetings and public presentations.
- Preliminary Engineering
 - 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.
 - Constructability review will be conducted prior to finalizing the preferred alternative.
 - 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:
 - We'll work closely with our partners at Shingle Creek Transit and Utility District as well as Brightline and build on the work that's already been done and accomplished. They are part of our team as far as moving forward with some of that work.
 - Provide existing preliminary engineering for the corridor

- Advance design of preferred final alignment
- Cost Estimates and Financial Plan
 - Develop Preliminary Engineering cost estimates in FTA Standard Cost Categories (SCC) format. This includes the Capital Cost Estimate and Methodology Reports.
 - Guideway and Track Elements
 - Stations, Stops, and Terminals
 - Support Facilities
 - Systems (signals, communications, etc.)
 - Right-of-Way, Land, and Existing Improvements
 - Vehicles
 - Professional Services (design, legal, insurance, etc.)
 - Contingency
 - Finance Charges
 - Financial Plan
 - Capital Cost Estimate
 - Committee Funding Sources
 - Cash Flow & Expenditure Schedule
 - Operations and Maintenance Plan
 - Funding Commitment Documentation
 - Financial Capacity Assessment
- Timeline
 - We can begin the environmental screening and documentation now.
 - We would be looking to select a consultant at the end of June for the PD&E study.
 - We can move forward with the public engagement and preliminary engineering and cost estimates later this summer.
- **Secretary John Tyler:** A lot of work has been done getting us to this point, but a lot of work is still left to be done. I appreciate you letting us take some time to walk you through what the PD&E study entails, because it's going to be quite a bit of work. I'm excited about moving forward, and I want to thank this Commission for your vision and leadership that put us on this path to be here today. It started about three years ago, when Mayor Dyer was Chairman of this Commission, and he asked FDOT if we would lead a working group to look at the development of the Sunshine Corridor. You all expressed the resolution of support, and we moved forward together. We are on the cusp of moving on to the next phase of this process, which is the PD&E study. I want to thank everyone for that. We have funding partners for this study. We are fully funded – Seminole County, City of Orlando, Orange County and Osceola County are contributing to the PD&E Study. Our private partners, Universal and Brightline, were there in the beginning and they're still with us and they're going to be contributing in a significant manner as we move ahead. The Shingle Creek Community Development District has also been added to this coalition of partners; a new district that didn't exist three years ago when we started this process. They have joined the team, and they are going to contribute financially to the PD&E study. I believe they want to be a contributor moving forward as well. I'd also like to announce that we have another new partner who wants to be a part of the Sunshine Corridor, and that's the Central Florida Tourism and Oversight District (CFTOD). With us today is the Division Administrator, Stephanie Kopelousos and she's here to address the Commission if you'd like to hear her thoughts on why CFTOD would like to join this coalition and be a part of the PD&E study.
- **Division Administrator Stephanie Kopelousos:** Thank you for what you do. I'm old enough to be around in the trenches with Mayor Dyer when SunRail first started and it's great to now live in Central Florida and be able to utilize it. Being the District Administrator of one of the biggest employers in this area makes this very important and I applaud each of you. I applaud the counties and our partners coming together. It's great for us now to be a part of this, to be able to help with moving it forward. It has never been easy as we continue to expand SunRail, but I feel like I took a sabbatical and now I get to join the team again. Thank you for having me. I look forward to having our district be a part of this.

- **Secretary John Tyler:** We're getting close to proposing a motion before the Commission to officially authorize us to move forward into the PD&E study. I also want to take this moment to start reflecting on what's next. Where are we going once, we get the PD&E study underway? It's been a very common question for how we get to the next step. The next step is going to be entering into the FTA's Project Development pipeline. That process, that will hopefully end up with another federal investment, which is how we built SunRail Phase 1 and Phase 2 and to another extent, even Phase 2 North included federal investment. To do that, these are the requirements of what you need to enter into that project pipeline system and be competitive. We have a lot of these things already.
 - The project description, we know what we want to build. The anticipated NEPA class of action. The importance of that is the anticipated class of action. You don't have to finish the PD&E study to start into this pipeline. We're going to get our NEPA clearance in two years, but we don't have to finish the NEPA clearance to get into this pipeline. That's not a requirement to get in.
 - We have cost estimates. They're not at 30%, but we will be progressing them to 30%. We already have a very good idea of what this project is going to cost.
 - Operations and maintenance plans, you've got one of the best railroad operators in the country that knows how to run railroads. We can put a plan together for sure.
 - Project schedule, you also have a partner who knows how to deliver construction projects. We can put together a pretty good plan for how we're going to build this.
 - The funding, you really need to go to the FTA with a plan for what you're going to do should they choose to invest in your project. You need to have the local contribution solidly, confidently identified not just for capital to build it, but for operating to run it. Both of those are going to be critical. That's the fundamental piece we need to decide to enter into the Project Development (PD) process.
 - Evidence of governing body support, we're about to find out if we have that. I think we do from the multiple actions you all have taken over the years. The PD&E study is another step down this path. We have other things that we need to continue working on as a group, as a coalition to ultimately bring this about. I wanted to give you a little bit of context for what else we should be thinking about and working towards as we move into the PD&E Study. We've presented you with a plan, we are well funded on that plan, and we have a robust growing coalition that's been expressed by the business interests that have been here today. We're going to be asking them to be a part of our Business Advisory Group as we move ahead. We have an extremely strong coalition of support and partners. Madam Chair, we are ready to move ahead with the PD&E if this Commission so directs.
- **Amy Lockhart:** Since I didn't close public comment earlier and this is a very big decision, I don't know if there were any other members of the public who arrived that might want to comment on this before we go to vote. We heard comments from several people earlier, but anyone new in the room that would like to comment? All right, we'll close public comment. No questions or clarification needed?
 - **ACTION ITEM:** Request Approval to Move Forward with PD&E Study on the Sunshine Corridor. Motion by Mayor Jerry Demings and second by Commissioner Viviana Janer – passed unanimously.
- **Buddy Dyer:** Mr. Secretary, I want to thank you and the FDOT for continuing to lead in this effort. Stephanie had me reflecting on this has and it has been a long process. Jeb Bush was the governor who purchased the line from CSX. That's a lot of years, a lot of governors, and a lot of various FDOT secretaries who have stayed with SunRail all through the course of that time. We've always known that getting SunRail to the airport was critically important and getting it into the areas that have the most workforce who can be delivered to their jobs every day is equally important. This is a huge step. The 61 miles was always just the starter line. It's taking a little longer than I envisioned to get to this next step, and I'm very confident that we'll be successful. We had it all teed up and had one little thing left to do with the legislature involving

insurance, and there might have been one other thing. We ended up having opposition from the trial lawyers, from the Signal Men's Labor union, and from the city of Lakeland. It didn't end up being quite as easy to get that; we actually failed twice in two different sessions. Then we ended up with the Republican Senate President called a special session just for SunRail to get it done. This time I think the stars are aligned in that everybody is for it, it's just a matter of how we fund it and what agreements do we need to get in place. I think everybody's going to be proactively working in the right direction. Probably will be just as hard, maybe a little harder, because this is going to be more expensive and complicated endeavor than the tracks that were already there that we were able to just to set up for operation. I want to express my appreciation for FDOT sticking with us throughout the years, taking on the additional burden of operating the system for it was supposed to be originally seven years and is now 11 years.

Agenda Item: Board Member Comments

- **Viviana Janer:** It's a historic day here with that last vote.
- **Jeff Brower:** I had the pleasure of meeting with four members of the Kaplan Kirsch law firm today, and it was really encouraging. I think we've got the right firm at the right time.
- **Amy Lockhart:** There was an e-mail sent to everyone earlier today from FDOT. The Seminole County Commission voted at our board meeting on Tuesday to enact one of the provisions of the contract for our budget to offer an amendment. That process is something we have never done before, and so we've sought counsel. We're going to have some conversations about what that exactly looks like, so we can be following the agreement that we have in place. I am also thrilled about having Kaplan Kirsch on board. We'll probably ask our board attorney to help guide us through that as well if there are any hiccups or questions. We've already notified the Secretary that is our plan and we'll be following whatever the process is and bringing it back to this board with the suggested amendment. Any questions about that?
- **Amy Lockhart:** I want to get direction from the board, since FDOT will be traveling to visit with FTA. I think now that we have a legal team on board, it would be a wise idea to have them attend that meeting with FDOT representing the CFCRC. They would be another set of listening ears, so that we know the messaging back with how all those conversations went. Secretary and I already discussed this, and I asked him if he was comfortable with that; he said yes. If there aren't any objections to having Kaplan Kirsch attend that meeting, I'd like the board to concur with that. No objections were raised. Thank you.

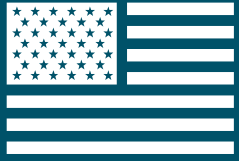
Next Meeting: May 22, 2025, at 1:30 PM, Lynx Central Station Admin. Building

Meeting Adjourned at 2:20 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:

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APPROVAL

ADOPTION OF APRIL 24, 2025, MEETING MINUTES





PUBLIC COMMENTS





REPORTS

A. TECHNICAL ADVISORY COMMITTEE

Tanya Wilder, Chair

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





ON THE FAST TRACK

Ridership Highlights

- June ridership 16.5% over 2024
- 8th straight month of 100,000+ riders
- Hosted over 40 group rides to date
- **Connectivity Trends:** Average over 250 bikes per day





JULY 4 SERVICE

SunRail transported nearly 5,000 people on Friday, July 4 to the FIFA Club World Cup 2025 match at Camping World Stadium and the 'Fireworks at the Fountain' at Lake Eola Park.

Special thanks to Orlando Downtown Development Board for sponsoring service.



JULY 4TH

**FREE SERVICE TO
DOWNTOWN EVENTS**

SPECIAL HOLIDAY SCHEDULE AT [SUNRAIL.COM](https://www.sunrail.com)



SUMMER BUSINESS & LEISURE MARKETING PROGRAMS

- **‘New Worlds Await’** promoting new LYNX 311 to MCO, Universal Epic Universe, and others for employee and leisure riders
- Business outreach programs to expand commuter ridership for their employees
- Feature group rides targeting local summer camps and programs
- New social media campaign with itineraries for how to ride, where to go, and what to do
- Ride SunRail to FIFA Club World Cup in June boosting overall ridership



NEW WORLDS AWAIT

LYNX 311

- ORLANDO INTERNATIONAL AIRPORT
- ORANGE COUNTY CONVENTION CENTER
- EPIC UNIVERSE
- DISNEY SPRINGS





CONVERSION CAMPAIGN

SunRail's Conversion Campaign targets non-registered SunCard holders with value on their cards, to transfer to the new ticketing system.

Campaign initiatives include:

- Digital marketing asset development - newsletters, digital banners, website sliders
- Outreach to cross promote awareness on public/private sector websites
- Social media campaigns to emphasize the importance of transitioning old SunCard values to the new system

CLAIM YOUR CASH

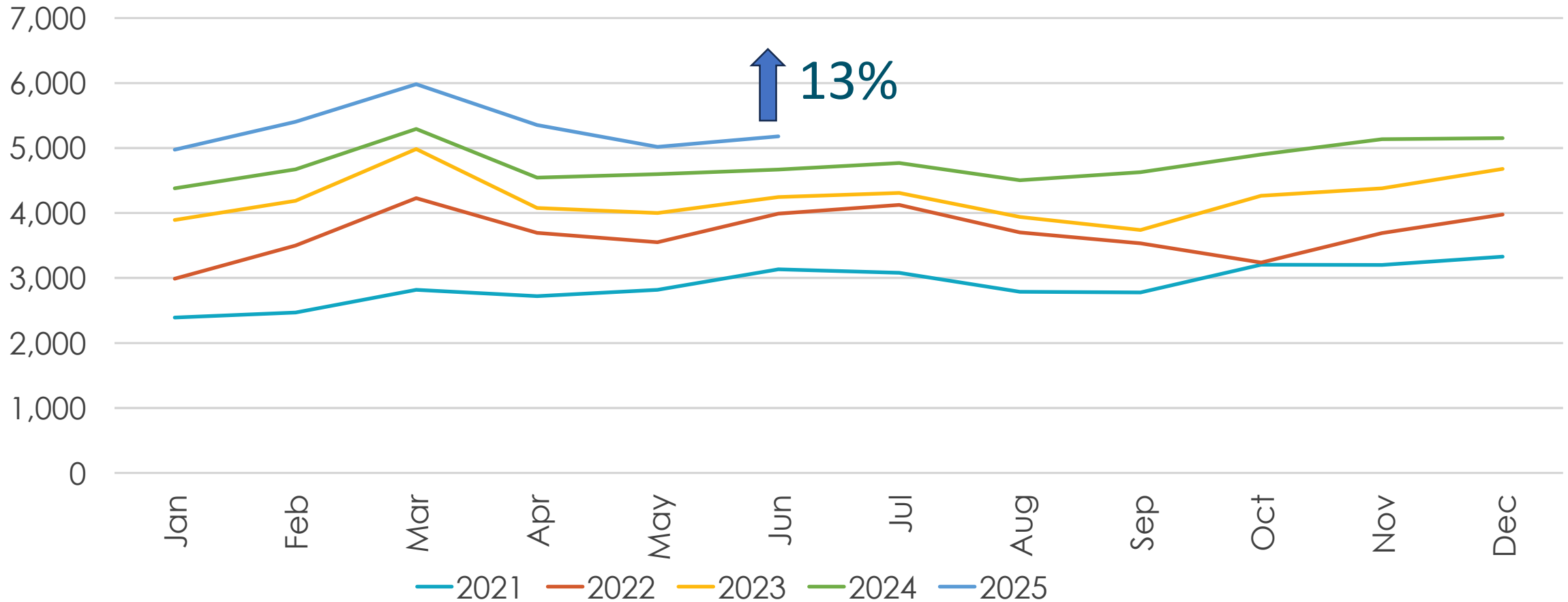


**Check Your Old
Card Balance
and Get \$\$\$\$**



AVERAGE DAILY RIDERSHIP

April - June 2025 Average – 5,184

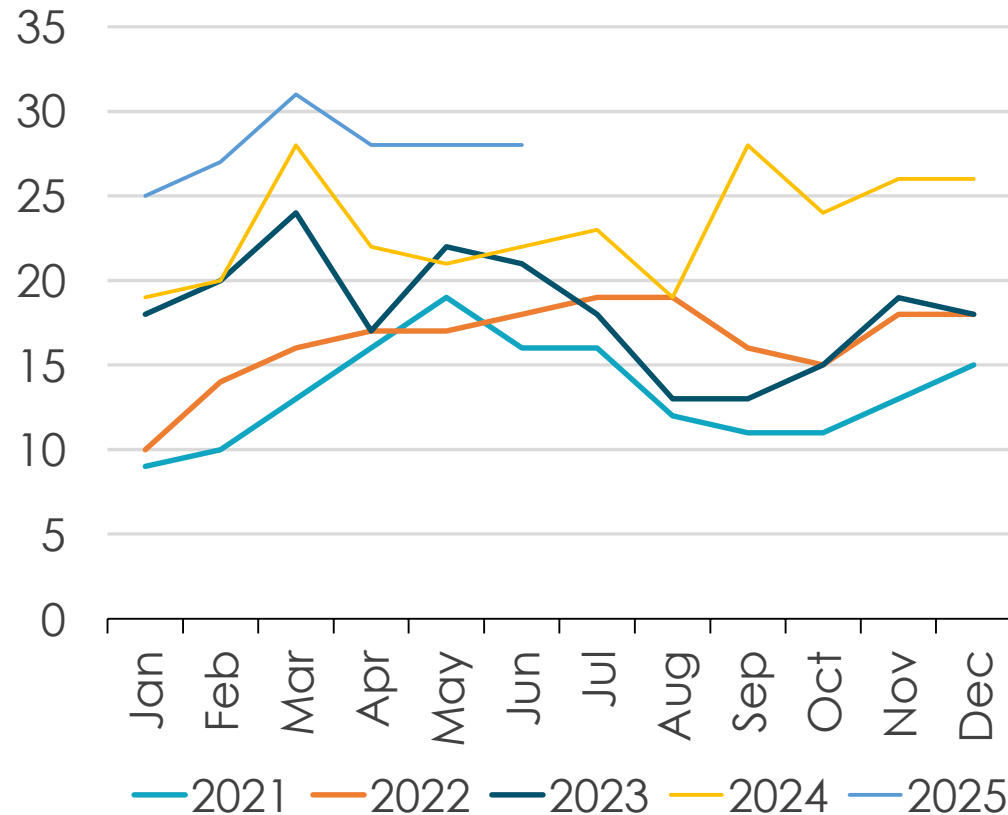




ONBOARD STATS

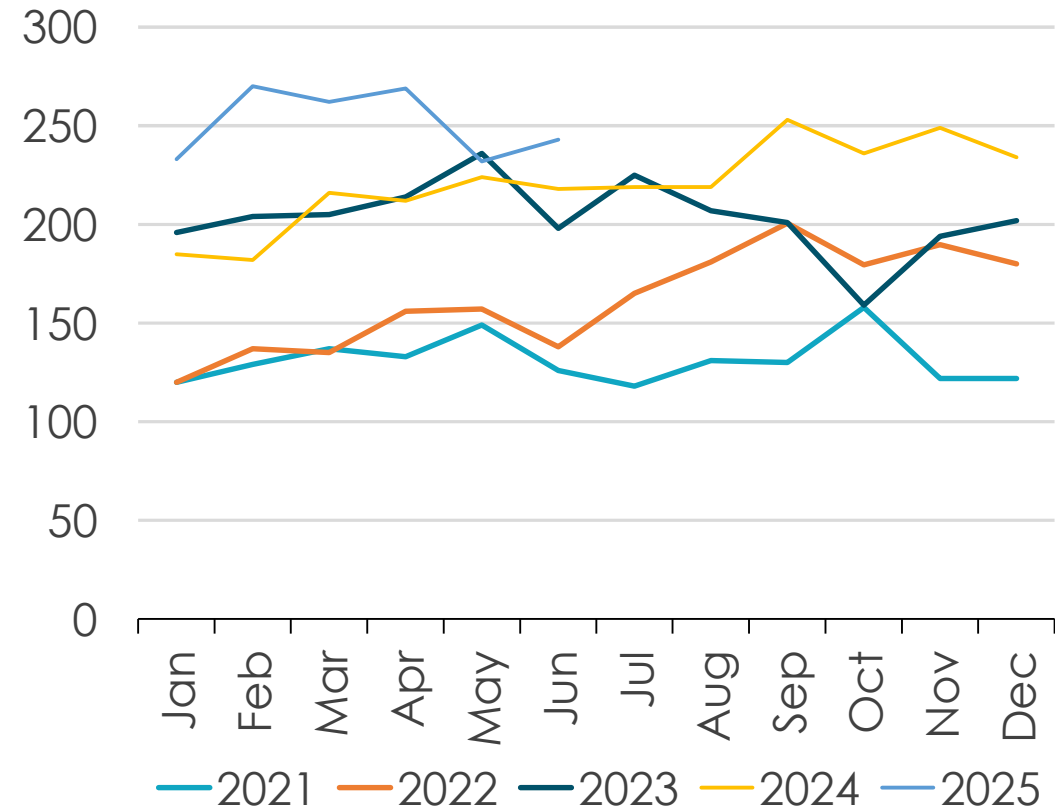
ADA

Apr - Jun 2025 Average: 28



BICYCLE

Apr - Jun 2025 Average: 248





ON-TIME PERFORMANCE

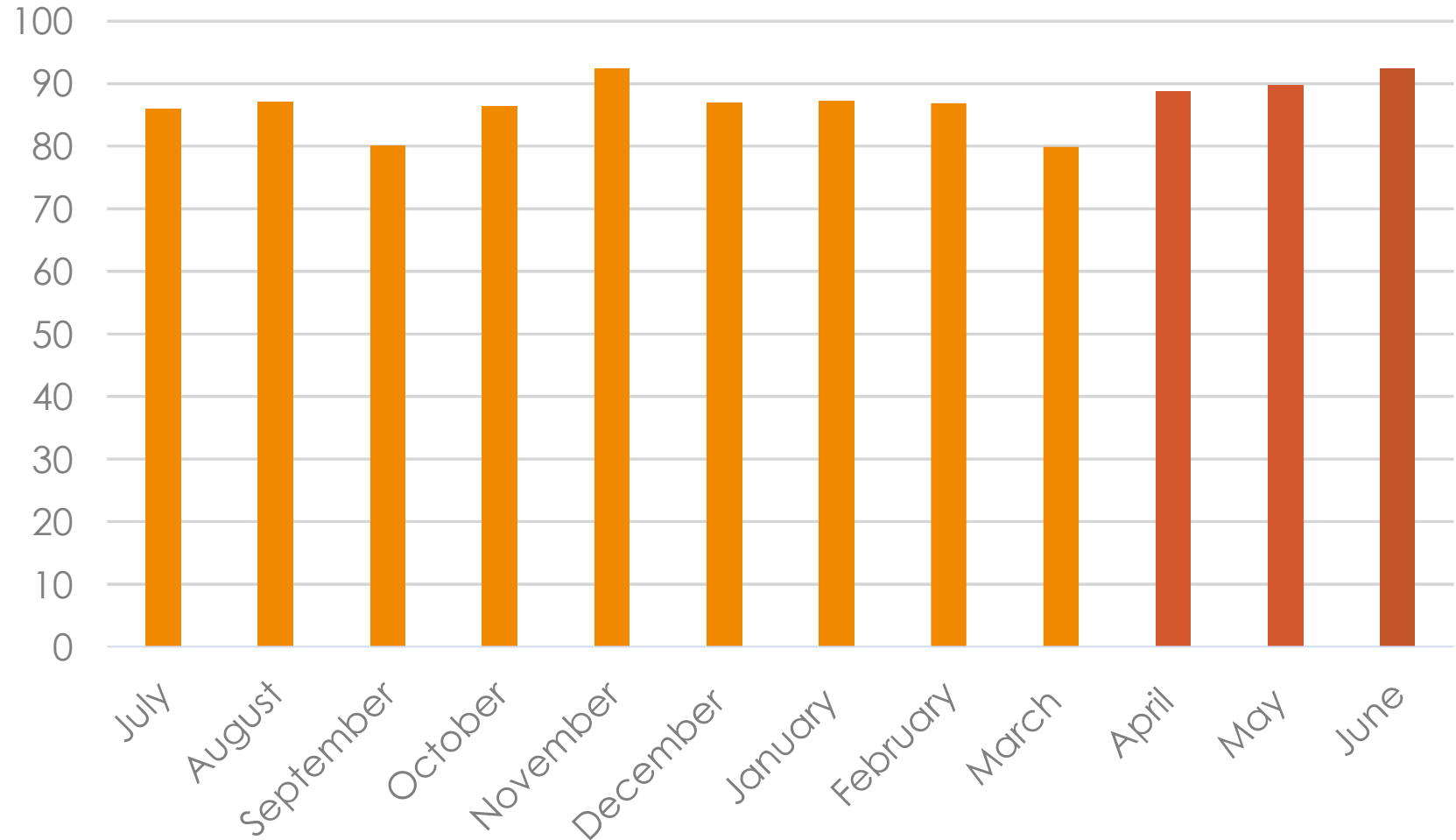
APRIL – JUNE 2025

CONTRACT GOAL = 95%

CONTRACT = 98.17%

ACTUAL = 90.33%

- 64 Operating Days
- Ran 2,560 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	22	21	21				21
Sanford	288	289	259	277	305	298	295	275	268				284
Lake Mary	86	90	74	69	80	79	84	74	79				79
Longwood	75	79	68	75	97	82	96	79	78				81
Altamonte Springs	151	170	139	140	173	168	170	167	154				159
Maitland	18	18	14	13	10	8	12	12	15				13
Winter Park/Amtrak	357	360	271	306	280	263	326	332	341				315
AdventHealth	301	295	300	300	323	280	296	318	324				304
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	42	44	42	35	41	42	42	39	39				41
Sand Lake Road	439	490	455	458	494	492	511	490	479				479
Meadow Woods	104	107	95	89	111	113	93	85	84				98
Tupperware	16	15	12	0	0	0	0	0	0				5
Kissimmee Intermodal													
Poinciana	7	7	6	5	8	7	9	13	10				8
Total - All Stations	1,884	1,964	1,735	1,767	1,922	1,832	1,934	1,884	1,871				1,866
Percent change from FY 24 to FY 25	8%	13%	3%	2%	3%	-1%	6%	-2%	5%				3%



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	April		Change	% Change
	FY24	FY25***		
18	21,805	20,707	(1,098)	-5%
418	5,364	5,641	277	5%
155**	611	0	(611)	-100%
306	2,563	1,889	(674)	-26%
604/804*	434	573	139	32%
831	814	1,466	652	80%

* 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
	Apr-24	Apr-25		
11, 42, 111/311	87	114	27	31%



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	May		Change	% Change
	FY24	FY25***		
18	20,938	20,866	(72)	0%
418	5,411	4,673	(738)	-14%
155**	816	0	(816)	-100%
306	2,497	2,222	(275)	-11%
604/804*	377	430	53	14%
831	833	1,547	714	86%

* 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
	May-24	May-25		
11, 42, 111/311	86	115	29	34%



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	June		Change	% Change
	FY24	FY25***		
18	18,632	16,921	(1,711)	-9%
418	4,565	4,336	(229)	-5%
155**	663	0	(663)	-100%
306	2,393	2,174	(219)	-9%
604/804*	295	423	128	43%
831	781	1,600	819	105%

* 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

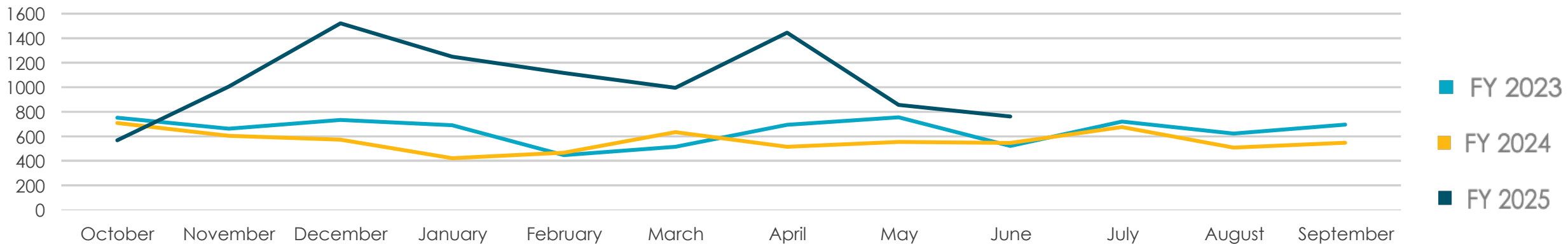
LINK	Average Daily Boardings		Change	% Change
	Jun-24	Jun-25		
11, 42, 111/311	89	107	18	20%



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	22	21	21				190
Total Monthly Ridership	568	1,005	1,521	1,250	1,116	995	1,445	856	761				9,517
Avg Daily Ridership	26	50	72	57	56	47	66	41	36				50



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	22	21	21				190
Total Monthly Ridership- DeBary	11	13	21	20	17	8	20	28	46				184
Total Monthly Ridership- DeLand	93	166	249	204	198	180	133	168	235				1,626
Total Monthly Ridership- Both Stations	104	179	270	224	215	188	153	196	281				1,810
Avg Daily Ridership	5	9	13	10	11	9	7	9	13				10

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	22	21	21				189
Total Monthly Ridership	341	403	314	403	434	410	548	482	475				3,810
Avg Daily Ridership	16	20	15	18	22	20	25	23	23				20

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

A. FTA Discussion on Transition

Sec. John Tyler, Stephanie Griffin Mateo

C. Budget Update and Seminole County Proposed Amendment to CFCRC Tentative Budget

David Cooke

B. Weekend Service

Charles M. Heffinger

SUNRAIL

Weekend Service

JULY 24, 2025



INTRODUCTION

The SunRail team conducted an initial study to evaluate options for adding weekend service to the existing train schedule.

The findings of these options are outlined in this presentation.



2016 PAID SATURDAY SERVICE PILOT PROGRAM METRICS



The following reflects the ridership information from the 2016 Saturday Paid-Service Pilot Program activated in partnership with the city of Orlando. Saturday service dates operated 18 trains vs. weekdays operating a 36-train schedule.

DATE	TRAINS	ROUTE	RIDERSHIP
NOVEMBER 5, 2016	18	DEBARY - SAND LAKE ROAD	3,225
NOVEMBER 12, 2016	18	DEBARY - SAND LAKE ROAD	3,452
NOVEMBER 19, 2016	18	DEBARY - SAND LAKE ROAD	2,121
DECEMBER 3, 2016	18	DEBARY - SAND LAKE ROAD	1,768
DECEMBER 10, 2016	18	DEBARY - SAND LAKE ROAD	1,720
DECEMBER 17, 2016	18	DEBARY - SAND LAKE ROAD	2,868

Weekday period ridership average approximately 3,800. Saturday service ridership ranged between 45% - 91% of weekday ridership averages.

SUNRAIL SUMMARY

Currently, we have the staff and equipment to run and maintain our current 40 train schedule.

Staff & Inventory

- 168 Staff Members
- 11 Locomotives
- 13 Cab Cars
- 9 Coaches



SUNRAIL SUMMARY

We have the overnight and weekend timeframes to perform repairs and FRA required services/inspections:

1. 92-day service – 4 days
2. 184-day service – 5 days
3. 365-day service – 7 days
4. 4-year (1460 day) – 14 days



40-TRAIN WEEKEND SERVICE - NEEDS

Additional Staff

- 24/7 Operation – Entire new crew
 - Hours of Service Law Requirements
 - ✓ FRA regulations that limit the number of hours a train employee can work to ensure compliance within mandatory safety standards.
- Extra Equipment
- 3 Locomotives
- 3 Cab Cars

Time to Perform Repairs and FRA Required Services



OPERATIONS & MAINTENANCE

Operations and Maintenance

The Operations and Maintenance costs associated with providing weekend service are based on the following initiatives not currently covered in the existing Alstom O&M agreement with SunRail. These items include:

- Labor for Onboard Engineers and Conductors
- Customer Service Staffing
- Vehicle Maintenance Staff
- Cleaning Personnel
- Additional Oversight and Support Staff



TRACK SIGNAL & SUPPORT STAFF

Track Signal

SunRail will add additional staff to manage the incremental service based on the following required positions:

- An Additional Maintenance Supervisor
- Increased Staffing Levels
- Sufficient “On Call” Service to Mitigate any Weekend Needs

Oversight and Support Staff

SunRail will add additional staff to manage the incremental service based on the following required positions:

- Operations
- Tech Support
- Safety
- Mechanical



AQUISITION OPTIONS - EQUIPMENT

LEASE OPTIONS

1. Locomotive \$750k - \$1 M Lease
 - a. \$150k – Outfit with PTC
 - b. Projected Lead Time 12-15 Months
 - c. Limited-Market Capacity

PURCHASE OPTIONS

1. Locomotive - \$15M – 60 months
2. Cab Car - \$5.6M – 48 months

REQUEST FOR PROPOSALS – RFP

1. Advertise and see what industry can supply



WEEKEND SERVICE OPTIONS



The figures below represent annual estimates for labor and direct expenses by category. They do not account for potential additions of rolling stock if vehicles are deemed necessary for service expansion.

OPERATIONAL ANNUAL COSTS	40 TRAINS SATURDAYS ONLY	40 TRAINS SATURDAYS & SUNDAYS
Number of Trains Running	40	40
Operations & Maintenance	\$21,300,000.00	\$24,400,000.00
Marketing & Signage	\$50,000.00	\$50,000.00
Station Ambassadors	\$215,000.00	\$375,000.00
Track Signal Support	\$740,000.00	\$740,000.00
Support Staff Budget	\$400,000.00	\$700,000.00
TOTAL COST	\$22,705,000.00	\$26,265,000.00

NEW VEHICLE ACQUISITION COSTS



The figures below represents the number of additional trains required to support expanded weekend service. Each service schedule offers two options: purchasing new rolling stock or leasing locomotives while buying cab vehicles.

ADDITIONAL ROLLING STOCK ACQUISITION OPTIONS

40 TRAINS FOR EITHER SATURDAYS ONLY OR SATURDAY & SUNDAY

A.) Purchase 3 Locomotives + 3 Cab Cars

\$61,800,000.00

B.) Lease 3 Locomotives +
Purchase 3 Cab Cars

\$3,000,000.00 / year lease
\$16,800,000.00

NEW VEHICLE ACQUISITION TIMEFRAME

- LOCOMOTIVE LEASE 12-15 MONTHS
- CAB CAR 48 MONTHS
- LOCOMOTIVE 60 MONTHS

WEEKEND SERVICE COST SUMMARY



The information below reflects the annual cost to run service by schedule description and acquire the necessary additional vehicles on a lease/purchase basis.

SERVICE DESCRIPTION	ANNUAL COST	1X CAPITAL EXPENSE
LOCOMOTIVE LEASE OPTION		
40 TRAINS - SATURDAYS ONLY	\$25,705,000.00	\$16,800,000.00
40 TRAINS - SATURDAYS & SUNDAYS	\$29,265,000.00	\$16,800,000.00
	Includes lease of 3 locomotives	Includes purchase of 3 Cab Cars
LOCOMOTIVE PURCHASE OPTION		
40 TRAINS - SATURDAYS ONLY	\$22,705,000.00	\$61,800,000.00
40 TRAINS - SATURDAYS & SUNDAYS	\$26,265,000.00	\$61,800,000.00
Capital expense includes purchase of 3 locomotives and 3 cab cars		

SUNRAIL

QUESTIONS?





ACTION ITEMS

A. Ratification of Osceola County CAC Members

Daniel Lopez and Jarod Ruiz

B. Re-Appointment of Seminole County CAC Member

Eric Ulberg

C. Request to Approve Kaplan Kirsch LLP Attorneys to the CFCRC Legal Services Contract



BOARD MEMBER COMMENTS





NEXT MEETING

AUGUST 28, 2025, 1:30 PM

LYNX CENTRAL STATION
ADMINISTRATION BUILDING





SUPPORTING CHARTS AND DATA

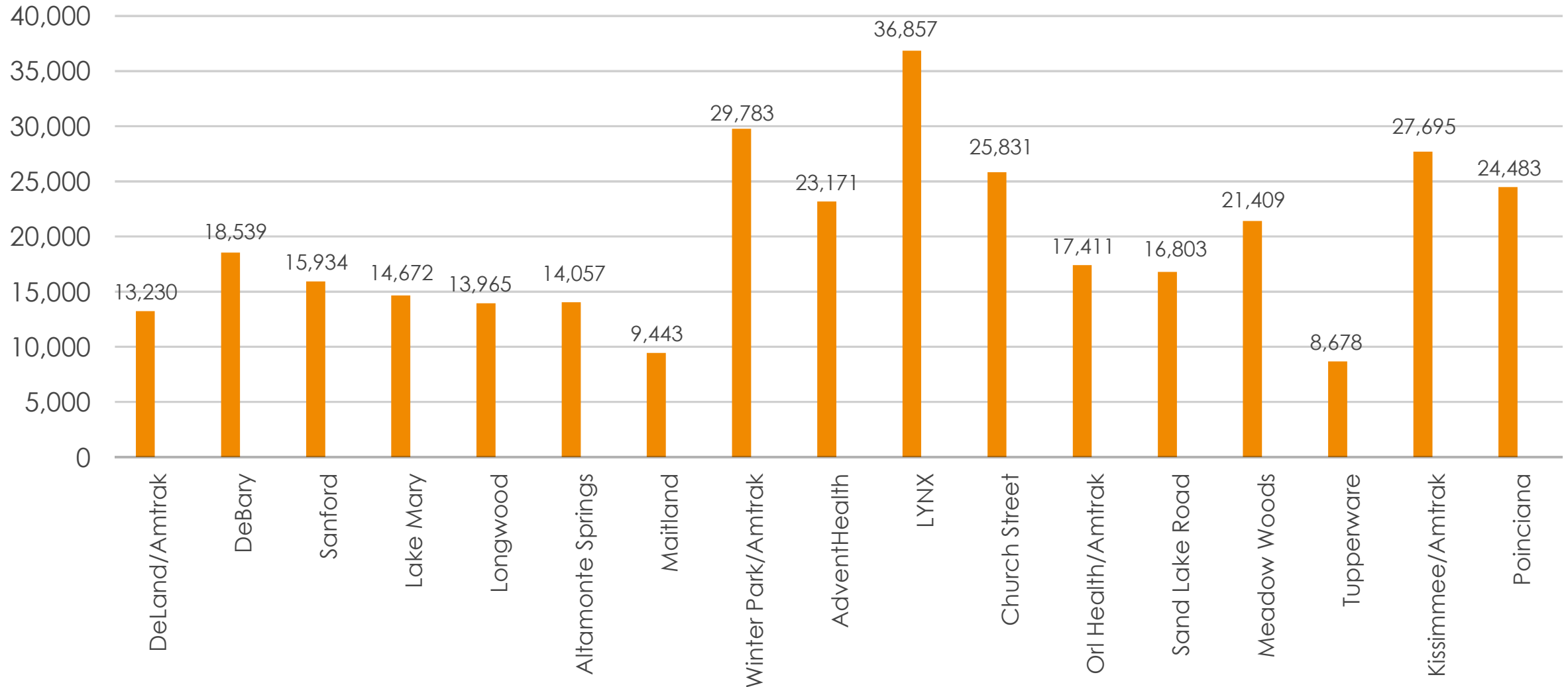




BOARDING BY STATION

RIDERSHIP APRIL - JUNE 2025

Total Ridership = 331,961

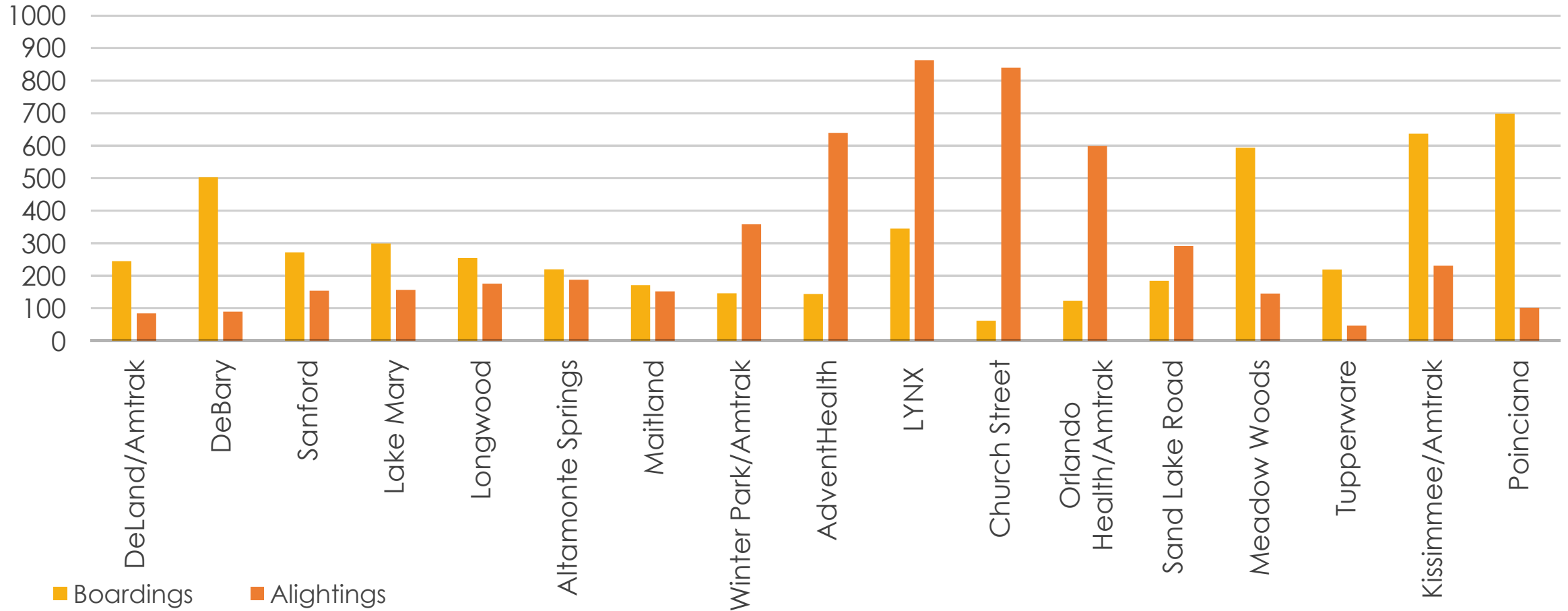




BOARDINGS & ALIGHTINGS

APRIL - JUNE 2025

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

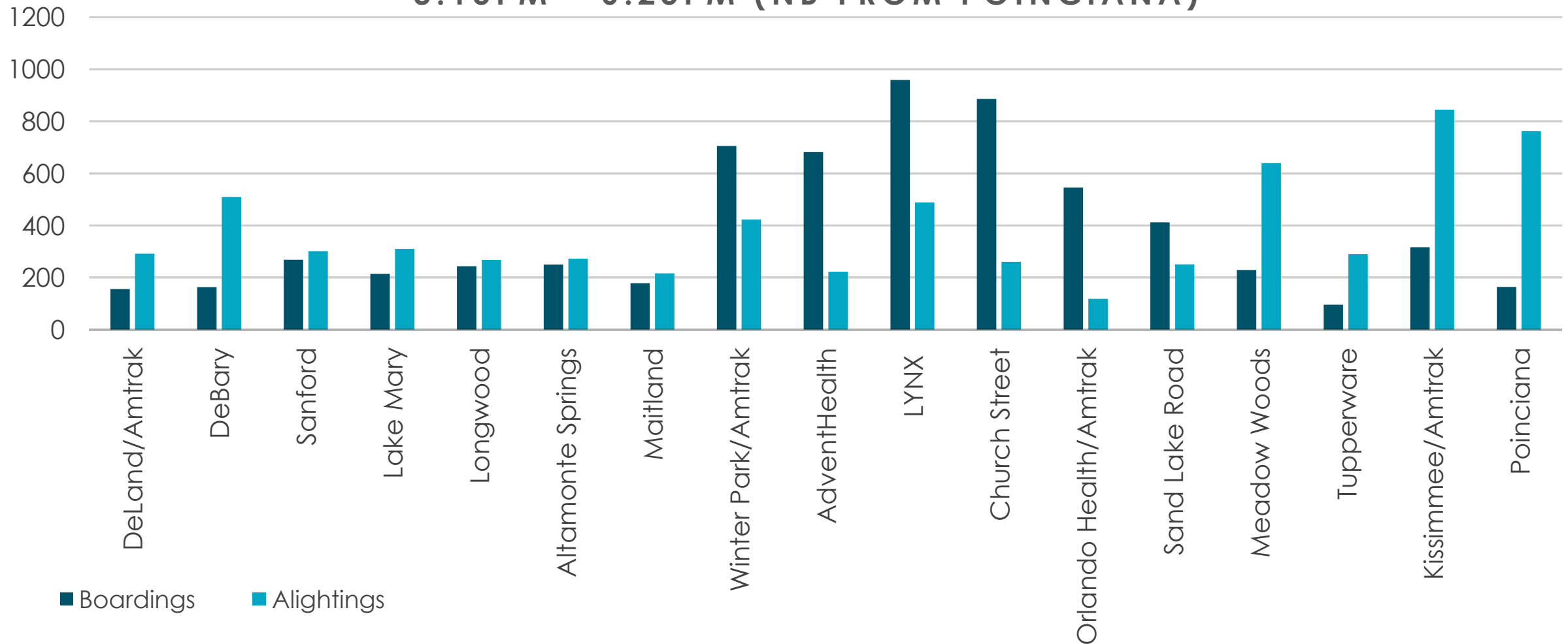




BOARDINGS & ALIGHTINGS

APRIL - JUNE 2025

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

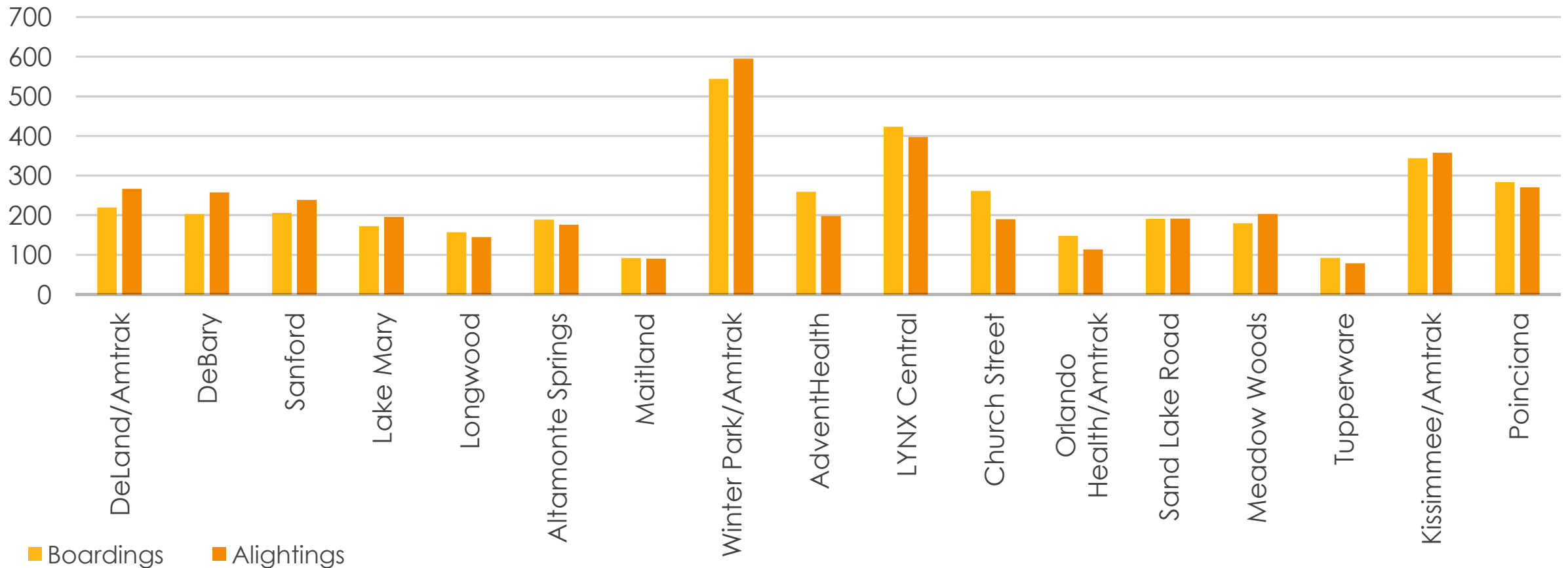




BOARDINGS & ALIGHTINGS

APRIL - JUNE 2025

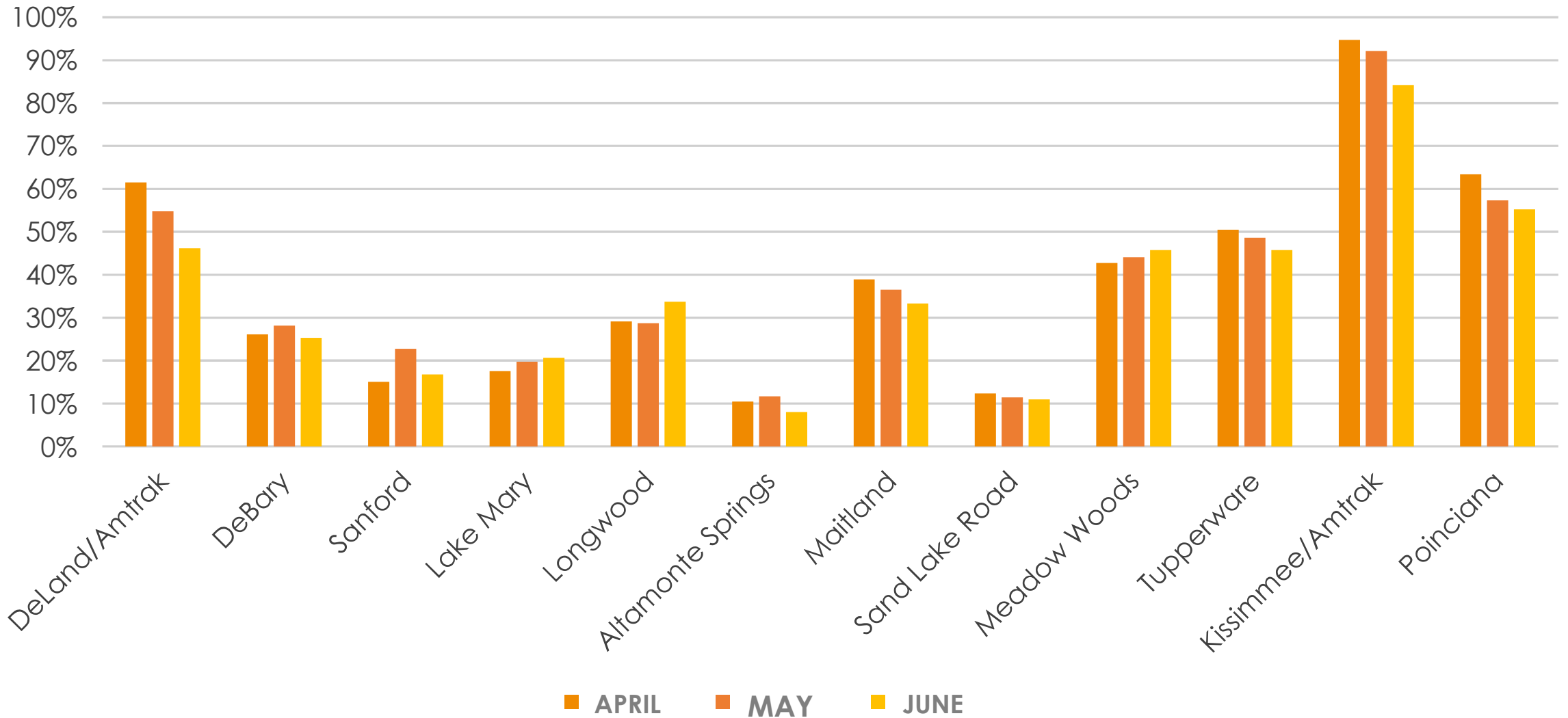
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





STATION PARKING

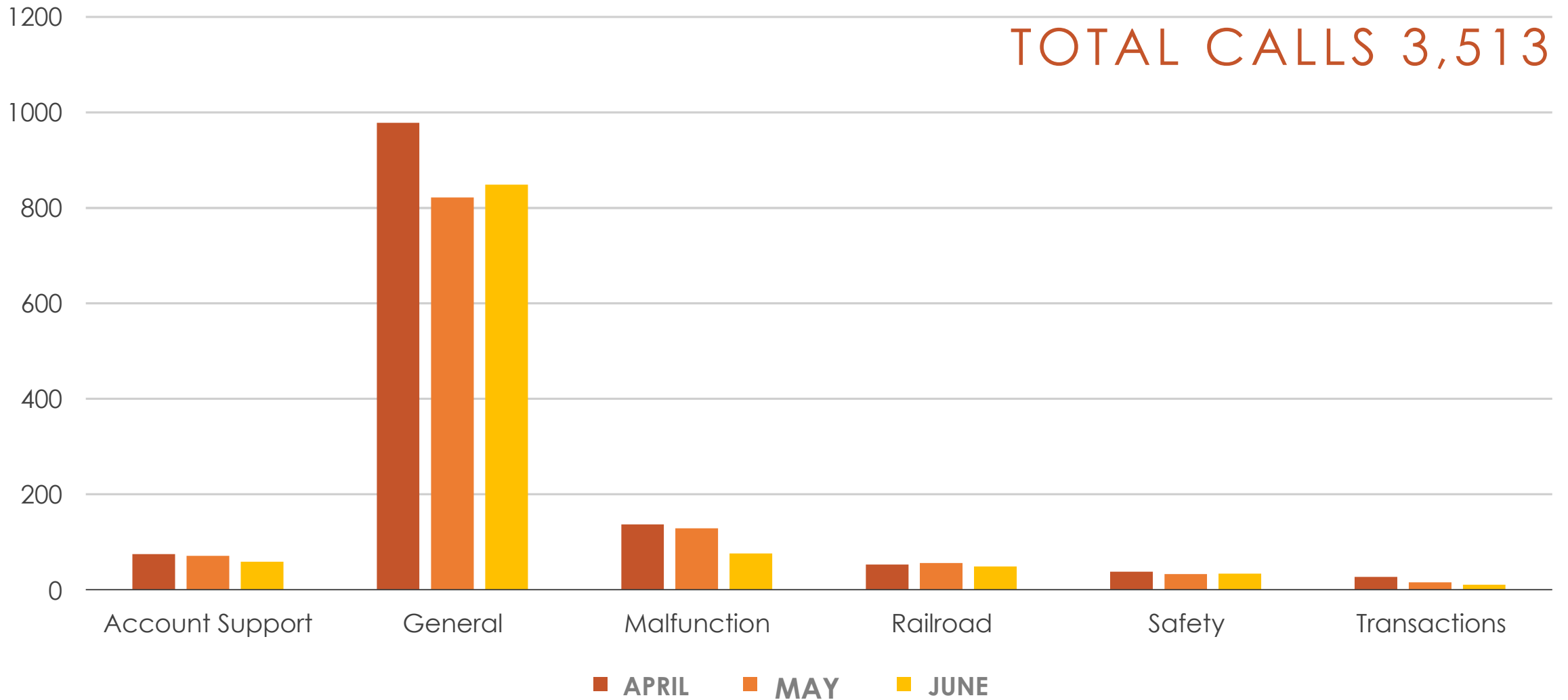
APRIL - JUNE 2025





CUSTOMER SERVICE CALLS

APRIL - JUNE 2025





TRAIN PERFORMANCE DETAIL

APRIL - JUNE 2025

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	2,312	90.3%
Late	227	8.9%
Annulled	21	0.8%
Total Trains Operated	2,560	100.0%

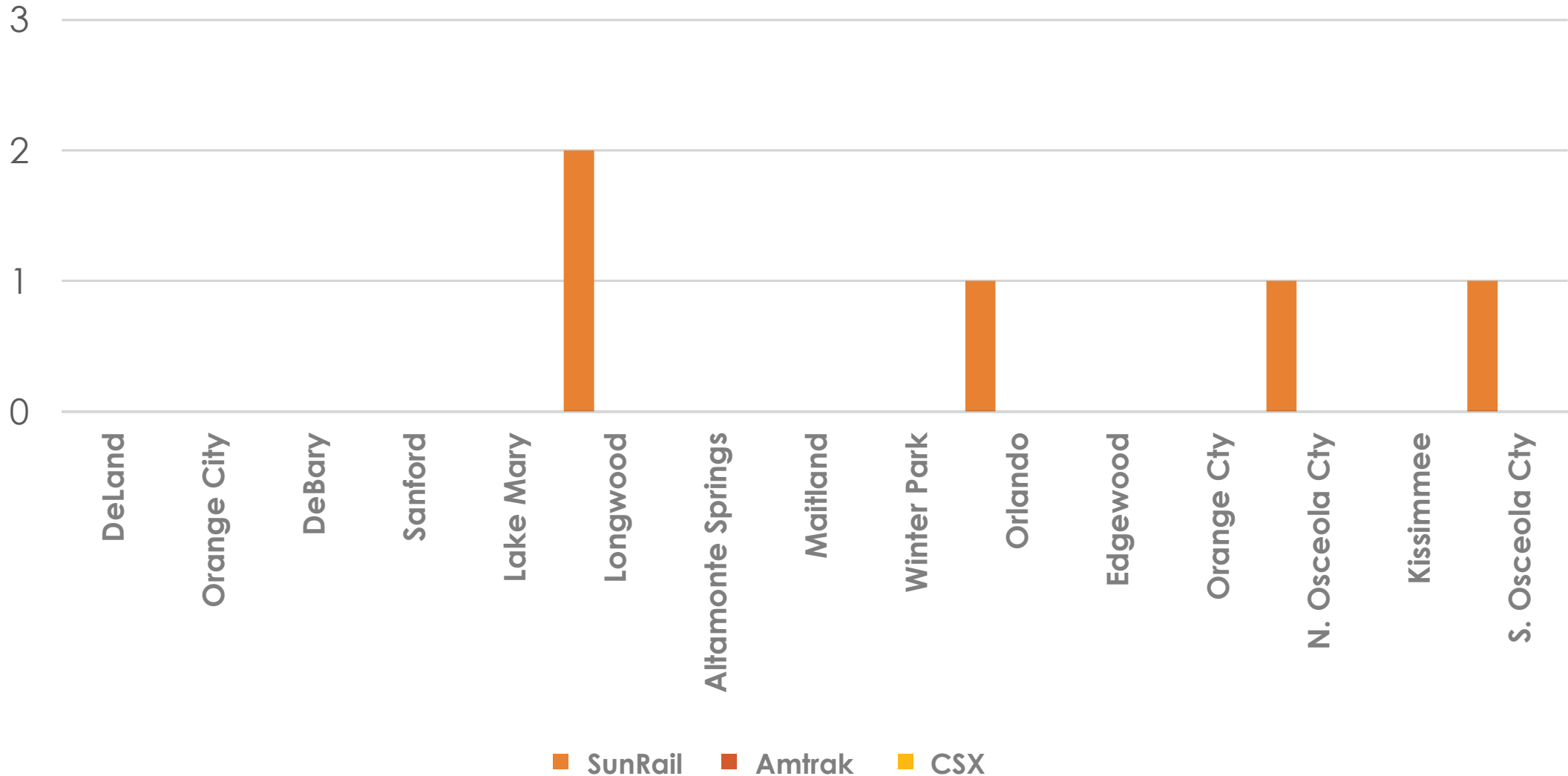
PERFORMANCE DETAIL	Days	Trains	Percentage
CFRC Rule Compliance	1	1	0.04%
Communications	2	12	0.5%
Dispatching	3	3	0.1%
Injuries/Illnesses	2	4	0.2%
Efficiency Testing	2	2	0.08%
Maintenance of Way	13	20	0.8%
Mechanical	15	25	1.0%
Other	8	10	0.4%
Passengers	10	14	0.5%
Signals & Components	27	72	2.8%
Train Interference	32	44	1.7%
Trespasser/Grade Crossing/Near Misses	6	18	0.7%
Weather	2	23	0.9%
Total (Rounded)		248	9.7%

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



REVENUE INCIDENTS BY CITY/COUNTY

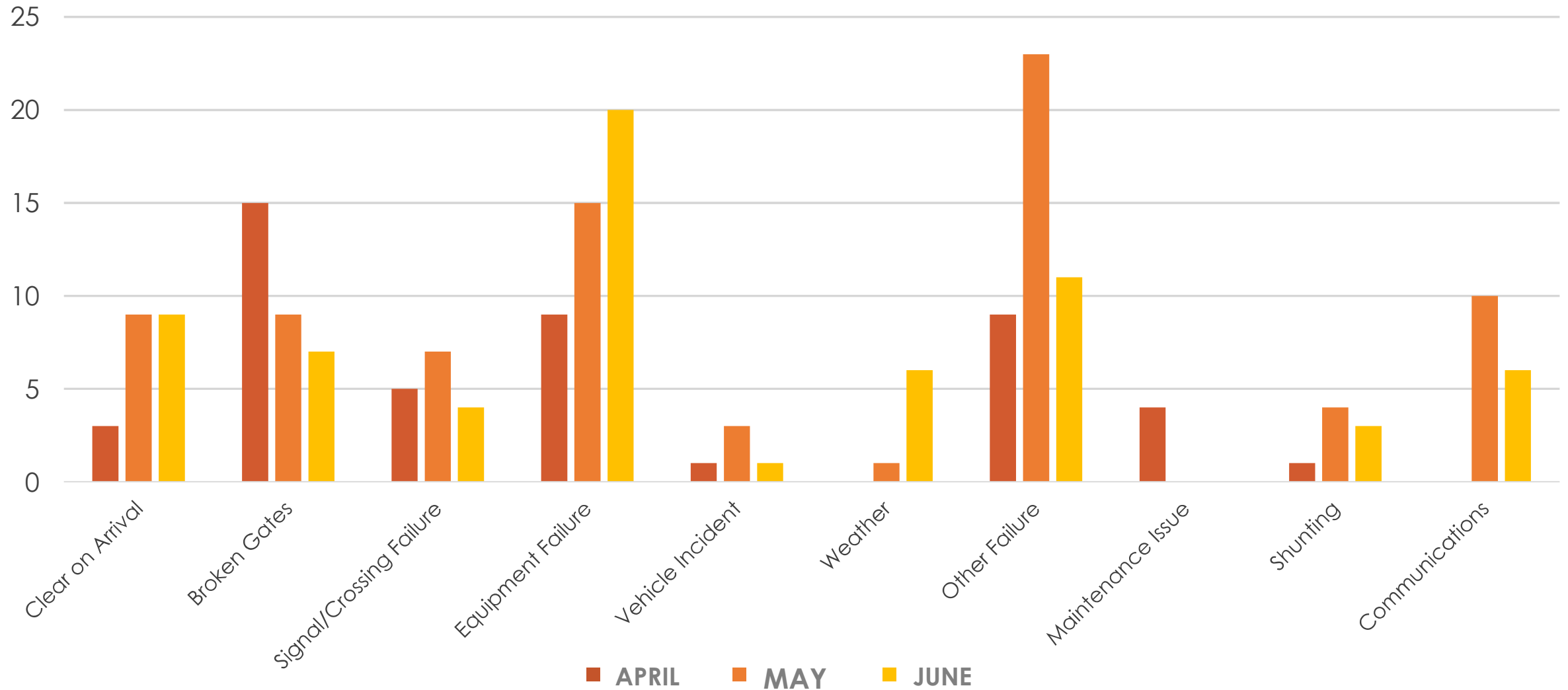
APRIL - JUNE 2025





CFCRC SIGNAL SYSTEM INCIDENTS

APRIL - JUNE 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 June 30th, 2025	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$14,218,190	\$14,218,190
Alstom - Maintenance	\$17,239,721	\$17,239,721	\$17,238,782
Alstom - Incentive/disincentive	\$1,572,896	\$1,572,896	\$1,249,598
moovel Fare Collection O&M	\$1,541,202	\$1,541,202	\$43,067
Herzog - Signal Maintenance of Way	\$3,958,813	\$3,958,813	\$3,958,813
WiFi and APC O&M, Cellular for Comms	\$315,000	\$315,000	\$99,971
Fleet Management Witronix O&M	\$105,000	\$105,000	\$126,275
Green's Energy - Fuel	\$4,100,000	\$4,100,000	\$2,860,564
Gallagher - Insurance	\$5,000,000	\$5,000,000	\$4,229,667
Amtrak/Alstom/Herzog - Preventative Maintenance	\$2,860,000	\$2,860,000	\$919,929
Alstom/Amtrak SOGR Heavy vehicle Maintenance	\$4,400,000	\$4,400,000	\$2,008,175
Banking, Merchant, and Armored Car Services	\$152,250	\$152,250	\$84,594
Station and Onboard Security	\$1,386,000	\$1,386,000	\$1,321,930
PTC O&M (Herzog & Alstom)	\$11,000,000	\$11,000,000	\$9,511,505
Subtotal - System operating costs	\$67,849,071	\$67,849,071	\$57,871,057
Consultant Support	\$12,800,000	\$12,800,000	\$12,549,815
TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	\$80,649,071	\$80,649,071	\$70,420,873

FY 24/25 OPERATING BUDGET UPDATE



OPERATING REVENUE	ANNUAL BUDGET	FISCAL 24/25 YTD June 30th, 2025	
		BUDGET	ACTUAL
Farebox revenue	\$2,205,000	\$2,205,000	\$2,008,041
CSX usage fees	\$3,525,648	\$3,525,648	\$2,983,373
Amtrak usage fees	\$988,769	\$988,769	\$1,333,184
FCEN usage fees	\$20,000	\$20,000	\$25,486
Right-of-way lease revenue	\$125,000	\$125,000	\$155,708
Ancillary revenue	\$323,580	\$323,580	\$599,949
<i>Subtotal - System revenue</i>	\$7,187,997	\$7,187,997	\$7,105,741
FTA §5307 - Urbanized Area Grant Funds	\$5,000,000	\$5,000,000	\$5,000,000
FDOT PTC Contribution	\$13,500,000	\$13,500,000	\$13,500,000
FTA 5337 - State of Good Repair	\$4,600,000	\$4,600,000	\$4,600,000
TOTAL OPERATING REVENUE	\$30,287,997	\$30,287,997	\$30,205,741