



TECHNICAL ADVISORY COMMITTEE

AUGUST 13, 2025





Central Florida Commuter Rail Commission

Technical Advisory Committee

Date: August 13, 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. July 9, 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

- a. SunRail Schedule – SunRail Chief Operating Officer, Charles M. Heffinger, Jr., P.E.

VIII. Committee Member Comments

X. Next Meeting

- a. Next Meeting – September 10, 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

July 9, 2025
2:00 p.m.
LYNX Central Station

Attendees

Joseph Barker, Debary Sydney Boswell, Lake Mary Slade Downs, Metroplan Orlando (non-voting) Keith Moore, Winter Park Tanya Wilder, Orlando Jacob Lujan, Altamonte Springs Christopher Carson, Deland Tawny Olore, Osceola County Renzo Nastasi, Orange County	Chrissy Martin, Orlando Tanya Wilder, Orlando Bobbie King, Volusia County Bruce Detweiler, LYNX David Cooke, FDOT Mike Carman, SunRail Sandra Gutierrez, SunRail Kim Hymes, SunRail Regina Cargill, Evolve
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Minutes

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

Pledge of Allegiance

Quorum was met

Announcements

Presenter: Tanya Wilder

- The question was asked if we could hold these meetings virtually. We asked and unfortunately virtual meetings are not permissible. We need to be here in person to have a quorum and to be able to vote. That is the same structure for the CAC as well as the CFCRC Board. However, I do appreciate you all taking the time out of your busy schedules to be here.
- There are some informational items we will be discussing further today and really want to talk since we've not met in a while. I want to talk about opportunities beyond just Monday through Friday service and what that means as a region and how we can collectively work together to figure out how the system should operate on the weekends.

Action Item:

- Motion and seconded for approval of April 9, 2025, minutes. Motion passed.

Public Comment:

- No public comments.

Agency Update:

Presenter: David Cooke

- On the Fast Track:
 - Ridership Highlights
 - June ridership 16% over 2024. We've been having our group rides as well as numerous

- events, which has certainly helped keep our ridership up throughout this year.
 - 8 straight months of 100,000+ riders
 - Hosted 40 group rides year to date
 - Trends: Average daily ridership for 2025 over 5,300
- July 4th Service:
 - SunRail transported nearly 5,000 people on Friday, July 4th 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.
- Summer Business and Leisure Marketing Programs:
 - “New Worlds Await” promoting new LYNX 311 to the Airport, Universal’s Epic Universe and others for employee and leisure riders.
- **Tawny Olore:** Is LYNX paying for the new 311?
- **David Cooke:** Yes, LYNX is paying for that. We just advertised for it to connect to the airport and then out to Epic Universe for that connectivity.
 - 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 and July boosting overall ridership.
- 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.
- On-Time Performance:
 - May 2025 – Contract Goals = 95%; Contract = 98.57%; Actual = 89.76%
 - 21 Operating Days
 - Ran 840 Trains
- **Tawny Olore:** Is the on-time performance being impacted by lack of improvements on the corridor, like not enough double tracking, or is it a combination of things?
- **Mike Carman:** It’s a combination of both. The corridor is complete now. The six miles at the North End at that single track is where we’ve encountered a couple meets that are detrimental. Some things have changed and we are in the process, like David said of making a couple of more changes. We’ve done a lot of rail work this year and we’ve had a third party, Middlesex, come in and do a lot of construction work on the corridor. Those temporary speed restrictions have really slowed us down because we’ve been putting in a ton of rail. Those two things alone are really driving it, but we still can’t get people to quit running into gates. When this happens, we must put an activation failure on that crossing. Trains must pull up to the crossing stop and look. If they see that the gates are not working properly, they must flag the crossing, so that adds three to four minutes to every train. There’re certain things on the corridor, it’s a day-to-day thing. Yesterday, we were for 40 for 40. No issues on the corridor. Today, we could miss 15 just because of activation failures. We’ve made a couple changes to PTC and to some slow orders for some permanent orders that were on, and it’s sped up. We’re about 94% right now for the month. Bottom line, it is a combination of things overall.
- Average Daily Ridership: May 2025 Average – 5,017
 - Onboard Stats: ADA: May 2025 Average: 28; Bicycle: May 2025 Average: 232
 - That’s dropped down a little since the peak in March which is expected by the trend lines.

- **Tawny Olore:** Are you finding that the bicycles are causing any issues as your ridership increases and your number of bicycles on board because they take up more room?
- **Mike Carman:** The only thing we've really run into an issue with is maybe some electric bikes because they take up a lot more space. We've got our regular bicycles in the spaces they're supposed to be in, and someone comes on with the electric bike and it can cause issues in the in the walkways. That's something everybody in the nation right now is dealing with that issue. We just got back from APTA, and the bicycles is a big thing everybody is dealing with. Right now, it's not impacting us too much. They're spread out on the trains pretty well.
- **Tawny Olore:** What are some of the solutions that other agencies have come up with? How are some of the entities solving that conflict or do they have "bicycle-dedicated" cars?
- **Mike Carman:** That's an issue that some of the bigger markets like MBTA are dealing with and they have designated full cars that are strictly used as bike cars. Something obviously, we can't do at this time. You can't just restrict them by the way our service is set up. It's something that we really haven't had to deal with in a while. These years have been set alone, but the ridership wasn't there. If we were back pre-COVID and the bikes were this high, I think it would be an issue.
- **Chrissy Martin:** I feel like those that are bringing their bikes on are attuned to when people are getting on and off. They're like moving them or holding them so that they're not falling over and there's like a clear pathway. I've been on when there's been three to five bikes that are as you walk in the door, but they seem to all be like very nicely stack so that there's a clear path upwards and not in the handicap area or anything like that. I have seen more bikes on, but they've been respectful of the space.
- **David Cooke:** They are respectful of moving around if they need to.
- Boardings by Station: Total Ridership = 105,361
 - LYNX continues to be our top station, but you can see there's also a pretty good trend line there with those four other stations (Winter Park, Church Street, Kissimmee and Poinciana) that are right around the 8,000 mark. There is good ridership from our outer stations also that are coming into the area between Winter Park and Orlando Health.
- Operating Budget Update:
 - Showed actual expenditures through May. As we move forward, we'll be looking at it with our local funding partners to make sure this is in alignment with our budget. It is today. Some of the things on the expense side, we're close to budget, just slightly under, but there will be some invoices that will be coming in. I don't expect any issues on the expense side.
- **Chrissy Martin:** The fare collection O&M is obviously a lot lower than what you had budgeted. Do you see that going up to that budget level?
- **David Cooke:** Yes, we are still working with moovel in getting their invoices paid for that expense, so that will be coming up. However, it's not going to exceed that budget amount.
 - On our revenue side the overall farebox is down a little bit. A large part of that was early in the year when we were switching over to the new fare collection system and we were being certainly a lot more lenient. We are making sure that we're checking fares now so that revenue stream has started to come up as well.
 - CSX is down slightly. Some of that's just due to less cars. There was a slight adjustment in the car mileage based on the AAR rates, but a lot of that maybe just related to less cars operating on the system.
 - Amtrak is a little bit higher. So that's a good thing they've come up.
 - Our ancillary revenue is largely due to advertising.
 - On the revenue side, we're pretty consistent in what we've been seeing.

LYNX Bus Connectivity

Presenter: Bruce Detweiler

- For the month of May, we saw a -2% decrease on the connectivity ridership, but when you compare it to the fiscal year to last year, we're still up 3%. We're still showing an increase from last year.
- For our feeder bus service, May had a combined decrease of about 4% on fixed routes. However, NeighborLink did see an increase of about 63% in service of ridership there.
- Looking at the Sand Lake SunRail station to the airport, all the routes there we're seeing a 34% increase in ridership when we compare it to last year.

Votran Bus Connectivity

Presenter: Bobbie King

- The first slide shows the overall feeder bus service for DeBary. April is a little bit higher than the previous couple of months daily ridership and there's no particularly good reason for that.
- For VoRide, which is our micro transit services which services both SunRail stations in Volusia County, DeLand and DeBary. Average daily ridership is 7 for April, seeing a slight decrease in that potentially because we now have other services. We now have a full-time feeder bus in DeLand, so that could be picking up some more passengers.
- Our feeder bus for the DeLand station is starting to see those numbers increase now that we're running all day at that station. We know that the May and June numbers are even higher as well.

SunRail Marketing Update

Presenter: Regina Cargill/Evolve

- I'm here to share some current updates on our marketing as well as public outreach endeavors.
- Evolve does more than just marketing. We handle seven areas for SunRail including ridership campaigns as well as interactive development, all of your digital interfacing platforms, SunRail advertising and group sales, safety campaigns and outreach, customer appreciation events and surveys, all of the station and on-board signage and maintenance, and then any miscellaneous items that may come up. Today I've prepared comments more related to the most current projects that we're working on in terms of ridership building and those efforts.
- As David shared earlier, ridership is up 16.5% for June, 13% over fiscal year and we're seeing tremendous growth both in the commuter and the leisure markets. That can really be seen if you look at the top performing stations. LYNX is our top performing station. Over the last year, it has averaged about 11,500 riders per month, followed by Winter Park, which is just around 10,400, and Kissimmee which is approaching 9,200. An interesting mix of what you would expect in a population for those locations.
- Our marketing is really designed to reach not only those commuter everyday riders, which is really the inherent heart of the system, but also the leisure ridership and the occasional rider. For reaching our commuter base, we've got several targeted outreach opportunities that we're working on right now.
- Recently we've connected with Piedmont Realty, which operates two large high tower buildings in downtown Orlando with nearly 2,000 employees. We're working with the management of those locations to do lunch and learns and corporate on-site events, and on boarding opportunities.
- AdventHealth and Orlando Health are continually working with us to not only reach their employees, but also the visitors to their locations.
- Travel and Leisure Magazine is relocating to downtown Orlando and we're working with them extensively to onboard their employees, get them excited and acclimated to the program.
- For leisure marketing this summer, we have introduced new itineraries online through our social media program, so really trying to overcome that barrier of "I don't know how to ride" and "I don't know where to go" so we've created end to end itineraries. If you would like to visit

downtown Orlando or Kissimmee, here's a great time to arrive, here are great things to do, and here's when you should head back to the station to return home. We've seen a lot of positive feedback from that.

- As David mentioned earlier, group rides are on the rise. We've had 40 this year. We have five more on the books. So currently we've exceeded 60% of what we had accomplished in 2024. So, we're looking to see where that goes next.
- Along with our group rides, we're introducing a new concept. Later in August, we'll do our first ride. We're calling it our community hero's tour. There are several stations that are within walking distance to either fire or police stations. We are recruiting group rides to ride SunRail to their nearest station, exit the train and go to an open house that we are working with on the first responders. Our first one will be in the city of Orlando. We're excited to share that OPD will be on site to greet our visitors, to walk them to the fire station, and do a full station tour. We expect a lot of community pride, great coverage and really introducing SunRail to a new generation of riders, but also respect for the first responders in our community.
- Social media continues to grow. We're nearly at 73,000 followers. Our top performing posts for the last quarter were Distracted Driver Awareness where we introduced and reminded folks how to properly cross the tracks; the 4th of July ridership into downtown Orlando; and the third one was a new approach that we were taking to really introduce employment opportunities around our stations. This was a result of a survey that we had conducted in early 2025/late 2024 where we had inquired with our riders: "Would you consider changing jobs if it meant you could be close to a SunRail station?" and there was a positive response? Over 50% of respondents had said, "Yes, I would be interested in that." We started to tailor some of our content to really promote if you're interested in working near SunRail, here are some potential job opportunities. That has really opened some doors for us to talk with employers about using SunRail as a way to recruit new employees but also retain and boost satisfaction among their employees as well.
- We are currently updating the "SunRail 101" video series that introduces everything from how to ride, how to buy a ticket, where to go, and how to move in between cars. That was due for a refresh. We've been updating them since we've opened, but overall, the series could use a little boost, so that's in the process as well.
- For advertising revenue, we're responsible for curating, selling, securing all the advertising opportunities on board SunRail. We're nearly sold out in all opportunities bringing in an additional \$210,000 in revenue to SunRail.
- In the fall, we will expand our commuter programs with the firms I mentioned earlier, but also looking at diving a little bit deeper into how they cannot just tell their employees about SunRail, but maybe do things on site to make that a more of a commuter friendly employment opportunity, such as commuter lounges which is something that we're working with. It was introduced into Rollins College late last year. Something we saw that's been very successful and something that we're taking into other campuses and other businesses as well.
- The start of College Week will be coming up very soon and we are possibly expanding that College Week programming not just to one week in the fall, but a year-round campus lifestyle to use SunRail to get to school.
- Wildly anticipated is Rail Safety Week, which will be taking place in September of this year.
- **Slade Downs:** The first responders group ride, is that something that has happened or is happening?
- **Regina Cargill:** That is happening. It's a new program that we've just put together and are coordinating the busy schedules and limited resources of the first responders. Orlando has volunteered to be the first agency to support the effort. We're doing our first one and I believe it's scheduled in August.
- **Chrissy Martin:** Every time I'm on SunRail, I see that the leisure riders are really seniors and retirees. I come in from the Winter Park station into the Church Street station. Do you have any

targeted outreach to them?

- **Regina Cargill:** About two weeks ago, we took a group of seniors from AARP onto the train. It's really an interesting dynamic in that community because it's very word of mouth. There's a lot of trust that's built in the experience they've had, and they've shared. We do expect more rides from that particular group, but definitely a group we reach out to. You'd be surprised how feisty those seniors can be when we do trivia on board and how competitive they can be. It's entertaining and quite fun.
- **Chair Tanya Wilder:** Can you elaborate on campus initiative?
- **Regina Cargill:** There are several campuses within either close commuting distance or within walking distance of our stations. We've got downtown Orlando, City of Lake Mary and the connection over to Seminole State College, Stetson University and a few others. Typically, what we've done in the past is in the fall we'll do a free ride for one week to get to know and understand the system. Last year, we were just over 600 new riders for that week and introducing the service. We want them to understand the ongoing opportunities that are there. It's really working with those campuses to have year-round communications with the students including their enrollment information – if you're coming to the Valencia Downtown campus, here's what you need to know about SunRail; or if you're a new student, sets in, gets prepared, and parents buy them a SunCard now this is how they can connect to downtown internship opportunities, entertainment opportunities, etc. It's just cultivating that relationship with the school to mine those key opportunities to get them early and often.
- **Chair Tanya Wilder:** Who subsidizes the free ride?
- **Regina Cargill:** In the past, if we've done a free week of ridership that has been for SunRail to support. If we were to do an expanded program, it wouldn't be carte blanche. It's more about communicating this opportunity is available, not necessarily that it's free rides.
- **Chair Tanya Wilder:** What is the cost for a whole week?
- **David Cooke:** I don't know off hand. Part of it is just to encourage both students and faculty to realize that it's there and it's an opportunity for them to use it. Historically, the Commission, has gone ahead and had that free ridership for that student week, I know it was brought up at a MetroPlan board meeting about looking into it at a larger context than what we've been doing.
- **Tawny Olore:** Have you given that free ridership this year?
- **Regina Cargill:** Not yet this year, but it's something we're discussing. Do we want to bring it back for this year?
- **Tawny Olore:** I would think that that would have to go through this committee for approval and into the governing board.
- **Regina Cargill:** Most certainly. Typically, it's happened in the third/fourth quarter. It absolutely would have to be brought to your attention.
- **Tawny Olore:** I think we need to make sure that's the case since it is local funds.
- **Chair Tanya Wilder:** How does one get interfaced with the itinerary that you have created?
- **Regina Cargill:** This was a social media campaign. We had explored the opportunities as something that we put on the website or e-mail out, but we felt with the audience that would be looking to do the activities we were promoting around stations and might have been an audience with perhaps a younger family or they might have been in that age group where they would interact with social media more versus our seniors who would be more of a face to face contact. Those would have been individual calls or calls to previous group rides.
- **Chair Tanya Wilder:** The advertising funds are about \$200,000. What is the advertising revenue year over year? Is that typically the same amount of revenue year over year?
- **Regina Cargill:** Typically, yes. If we're 100% sold out, it might go up a small amount. We have one space available for onboard posters. We're almost sold out on all of it. The train wraps are also sold out.
- **Tawny Olore:** I'm always watching these parking situations. Deland is upwards of 55%, but

that's a separate TPO. The Tupperware station is getting close to 50%. The Kissimmee/Amtrak station does not account for the garage, so I think we're fine there. That's just the surface lot only. Poinciana is upwards, getting close to 60% and actually Meadow Woods is about 40%. We had a discussion at one of the earlier meetings about looking at that study again that was shelved due to COVID. Are we going to revive the study to look at this again?

- **Slade Downs:** Sarah could speak better to this than I could, but I do know that those parking lot expansions are still on our prioritized project list priorities to be addressed. They're not just on the shelf and forgotten about. They are still a priority for us. As far as where in the process we are with that I will have to get back to you.
- **Tawny Olore:** If you could report back that would be helpful because I know previously there was a feasibility study that was not finished. It was shelved because of COVID.
- **David Cooke:** I think it's still in the TIP.
- **Tawny Olore:** It's still in the TIP, to do the feasibility study?
- **David Cooke:** I don't think it was ever done.
- **Tawny Olore:** It was never initiated, was it?
- **Tawny Olore:** That's what I'm remembering because it takes time to build them. If we're getting close to 60% for Poinciana and we're having 16% increase in ridership. If you could get back to us on that, that would be great.
- **David Cooke:** There's more TOD going on down around there.
- **Slade Downs:** I'll talk with Sarah, and she'll be able to speak on this a little more intelligently. I'll get back to you on it for sure.
- **Tawny Olore:** I just don't want to lose sight of that because the ridership keeps ticking up. We may want to start planning.
- **Tawny Olore:** I was looking at the customer service calls and there's so many in this general category. What are most of the calls? I've been hearing that the bathrooms are not very clean and are smelly. Is there an issue?
- **Mike Carman:** I'm there every morning, and I really haven't seen that. The general questions are usually about – Do we go to Miami?; Changing their orange tickets to the new blue tickets; The back fare if they're hot listed; some general questions like that. I haven't really received any of the bathroom. I know we do have issues at some point, but I haven't received any of that from the service center but I'll look more into that.
- **Tawny Olore:** It's good to know. I heard it come up a few times, so I just want to make sure.

Informational Items

Presenter: Tanya Wilder

- SunRail Supplemental Nights, Weekends, and Special Event Additions and SunRail Increased Cost Explanation for Supplemental Times
 - We wanted to talk about these two bullet points. The first is supplemental nights, weekends and special event additions and open it up for discussion.
 - The City of Orlando budgets and plans for supplemental nights. For example, just recently the 4th of July. It brought in close to 5,000 riders, but the cost associated with it was approximately \$70,000.
 - Being a community partner, the train went from beginning to end. There's opportunity for other entities and jurisdictions to capitalize on that, and that's a good thing. Whereas, I know in Seminole County they had their baseball championship celebration last year, and they only had the train go and travel within their certain area of Seminole County.
 - I want to have thoughts, comments or suggestions on how we can move forward on preparing for events, weekends, and opportunities collectively. Do you all budget for any type of events or supplemental opportunities? Any other jurisdictions into your budget, for example the Winter Park Art Festival. Is that something that is budgeted for every year?
 - **Keith Moore:** Yes, that is something that we plan for each year.

- **Renzo Nastasi:** I'd like to better understand on what their contribution is towards the station itself. I don't know if there's a ridership contribution from Winter Park. That's something that we need to understand for at least from Orange County's perspective, if that's in fact the case. We (the County) have not budgeted for additional services. We would be supportive of something like this, but again, it needs to go back not only to this committee, but also to the CFCRC Board so that we understand what the overall costs are, whether it's for individual jurisdictions or is it everybody participates. We'd love for Winter Park to participate in the funding of additional services. My understanding is in that our current agreements with Winter Park and Maitland only addresses the station maintenance and not ridership.
- **Tawny Olore:** Osceola does not, but I'm not sure that wouldn't be a bad idea if we're going through the budgeting process to put together a budget for special supplemental services; now permanent weekend services is a little different. That's a separate issue. For supplemental nights and for those that don't want to participate, you just don't go or stop there. For example, if Seminole County doesn't want to help pay, then we don't stop at their respective stations.
- **Chair Tanya Wilder:** I agree with that in concept, but how do you market that? As a regional system we hope there will be cost sharing among the partners. LYNX is the largest station as far as people coming here, we recently had events for FIFA, and there's several events happening in Osceola and Volusia Counties. The next time we meet, talk with your respective CFO's and see if there's an opportunity to put some amount into supplemental events so we can cost share. I don't know if that's a percentage, maybe if it's not completely equal, but just so we can each have a piece of the pie and have the system run in its entirety. I love the idea of bypassing some stations, but I don't know how we would pull that off. These are some ideas and some thoughts, and I think as we see when the train does run beyond just the weekdays for regular commuter service, it does bring more awareness and ridership and that helps the overall system and the community.
- **Renzo Nastasi:** So, in terms of timing, we're in the midst of our budget process right now. Are we talking about looking ahead, perhaps after October?
- **Chair Tanya Wilder:** Yes.
- **Renzo Nastasi:** So, we have plenty of time to go back to the CFCRC board and discuss this topic.
- **Tawny Olore:** Next year's budget, right?
- **Chair Tanya Wilder:** Yes.
- **Christopher Carson:** Do we think we need a separate working group or something like this to start the conversations? Because I feel like it is probably a bigger picture conversation that's needed. Do we think like a separate working group, or something would be needed for something like this just to make sure we're having all the key stakeholders or players at the table who would need to be involved in those discussions? As far as budget goes, I know I have zero say on that.
- **Chair Tanya Wilder:** I know that at a higher level with the board, there is discussion especially with the local funding partners starting to take over the system. There is discussion about having longer hours on weeknights, etc. Yes, we can think about a working group. Let me ask for this committee to come back, and if you don't already know what signature events you have in your community, come back with that. Because I think we could work backwards into the 4th of July. I think a majority of these jurisdictions of our cities and counties celebrate the 4th and have some type of annual event. When we know what type of events, for example, we have the Pro Bowl here, so that's another event that I think we all would contribute towards. I think we could start there as far as looking at the big opportunities.

- **Tawny Olore:** Would you mind sending which events that you fund, i.e. Pro Bowl, July 4th? Are there other ones too that you are hoping to fund or have funded in the past, because that might help with the conversation as well.
- **Chair Tanya Wilder:** We did support the drone show last year. Then this parlays into the next conversation which is to talk about increased cost for supplemental times. What we have found is the \$70,000 we just spent at the 4th of July, last year it was \$40,000 and now it's \$70,000 and it's because there's some increased cost that David and Mike can share with us. Yes, Tawny, there are some signature events we have. I will come back to the committee and share what those are. We are having to really look at what we can afford and what's not affordable.
- **Tawny Olore:** We can't add a whole lot because these are volunteer basis for engineers and the conductors. It's not like we can put like a \$5,000,000 cost on it.
- **David Cooke:** Because of hours of service, we couldn't just run back-to-back weekends. We've got to have crews available to staff during the week. Whenever you're ready, I'll let Mike go through his presentation and some different things on the cost and why it costs so much.
- **Chrissy Martin:** I think that the benefit is that even as we look at like an application to go to the airport which will increase ridership, showing that we can get those numbers at those alternate hours and increasing it is only going to help that application as well as there are community partners, not necessarily your jurisdictions that you all have relationships with. I think the Winter Park Chamber of Commerce does do like a SunRail day that they actually pay for. Being creative and looking beyond your own municipality funds or your county funds that that's also something that needs to be engaged. I don't necessarily think that we do a ton of like supplemental events. There's at least that opportunity to show once a month or once every other month those kinds of events so you're showing those ridership numbers towards a future grant application as well as increasing your ridership.
- **Tawny Olore:** When you mentioned you gathering and getting what events we may want to launch, it's not just city of Orlando, right? It could be the rodeo.
- **Bobbie King:** It can be complicated. I know there are other municipalities here that work under a transit system or is included in the transit system that isn't paid for by them. In Volusia County for instance, theoretically it would be the City of DeLand event, but the county is footing the bill for all of it. The transit, the additional bus service for the train. So, it would take coordination with everyone involved. In Volusia County's case, the additional money they'd be looking at and the municipality that's going to benefit from it, I see that similarly with other groups here. So, it could get a little bit complicated for who pays for the additional service.
- **Renzo Nastasi:** In your events that you've had within the city, what about the bus connections? Are those coordinated or how does LYNX participate in that process so it's just not SunRail?
- **Bruce Detweiler:** Our buses pretty much serve these stations seven days a week. For instance, Sand Lake Station used to not have weekend service, but we changed the service to make Sand Lake more of a hub even though SunRail is not running on weekends and still make bus connections there. We have buses going to the majority of the stations on weekends as well. We don't of course coordinate the times on weekends because there's no train to coordinate with, but we still provide the service.
- **Renzo Nastasi:** So, on the Sand Lake Station, for example, there's an additional cost for that weekend service or additional service?
- **Bruce Detweiler:** No, that's already been taken care of.
- **Renzo Nastasi:** There's no additional service that's being provided for these special events?
- **Bruce Detweiler:** No additional service needed but we have regular bus service that operates

there.

- **Renzo Nastasi:** There's nothing over and above?
- **Bruce Detweiler:** No.
- **Chair Tanya Wilder:** The intention is someone will drive to the Sand Lake Road station, get on SunRail, and come down to the FIFA match and then go back. We work with FDOT on moving the trains, but there's no additional costs or coordination needed with LYNX on these supplemental events.

Informational Items

Presenter: Mike Carman

- Additional Trainsets:
 - When you send these requests to us, please give us as much information as you can. We just get a blanket, "Hey, can you run service on this date? We can do just about anything, but I don't want to send you a schedule that's \$80,000 and you can afford \$20,000. The more information we have, it comes back to us quicker, comes to you quicker, and we can factor everything in. When we give you these quotes, you figure its ambassadors, mechanical, engineering, signal, and T&E. There's a lot of things, not just the trains and the train crews, that go into the cost of running a special weekend service. On the weekends and holidays that we don't work, it's overtime for everybody. It's not just a straight time cost. Same thing that you do on a Thursday or Friday, it's overtime for everybody that's working that day. That's where a lot of the additional cost comes into at this time.
 - Now that things cost more this year – it's not just fuel, just the hours of service is a big thing. Train crews can only work 12 hours at a time. After their five days of work, they can work a 6th and 7th day, but after that 7th day they must have 72 hours undisturbed rest. If we worked a seven-day service with the crew we have right now, we couldn't run Monday, Tuesday or Wednesday. When we talk about running a Saturday and a Sunday, we can do one or the other, but not both at this time. That's something to consider in your events.
 - We have to ensure regular service Monday through Friday. If something happens and we were to say no, we can only do this many. That's one of the big reasons why that we can't run a full 40-train weekend service for an event. The hours of service plays probably the biggest factor of all. The overtime cost for everybody and that that's the two biggest issues we must deal with. It's voluntary, and not everybody wants to work on the weekend. Most people do and we can cover just about any schedule, but there's going to be that one time that maybe we can't. That you want a 40-train schedule, and we can give you a 20-train schedule, which is the maximum we run on the weekend.
 - We've discussed about later service at several meetings. CSX has a dedicated freight window from midnight to 5:00 a.m. In order to for us to go past that point, there's going to be a lot of things that CSX would want in return that we don't necessarily want to give up. That's one thing when we talked about later service in the night. Certain contract stipulations that would have to go to Tallahassee would have to be changed. Please keep that in mind, CSX runs seven days a week. Even though we don't run on Saturdays and Sundays, that stipulation is still in effect.
- Rolling Stock and Service Options:
 - We're getting to a point in the life cycle of our rolling stock that we need to address. We've come up with a couple of different scenarios that we want to discuss with the committee, but there are only three to four options we can do at this current time.
 - **Rolling Stock Solutions (RSS)** is a new company that is leasing locomotives for just passenger rail use, they're not freight locomotives. They're set up for passenger commuter rail only. It's a complete lease package, you can't buy them. They're putting their first six locomotives out to MBTA in the northern part of the country. However, MBTA hasn't signed the contract with them yet because they've not been approved. They've not been accepted

yet. RSS is running a little bit behind, but their plan is to do ten a year. Right now, RSS has four of their locomotives being prepared for lease. They said they're going to have ten more next year and ten more the following year after that. When you get into this, we're talking about a budget.

- The first one is a three-year lease for \$750,000, and the fourth, fifth, and sixth years are add-on years that you can add to it.
- The middle column is a five-year lease starting at \$725,000.
- The last column is a seven-year lease that goes up to a ten-year lease.
- This is one option we're going to have to look at some point to see if this is something that we need to do. We have 11 locomotives currently. At any given time, two of those locomotives are in some type of maintenance. We need eight locomotives to run service with a 9th locomotive as a spare. Two locomotives that are always out, whether it's preventive maintenance or an overhaul. To give us a better option of being able to do more and get the equipment moving along faster, this is an option that we've been looking at.
- We've met with these people and it's an option at least that we were going to talk about with this committee and the CFCRC Board and see what we need to do.
- We've told them we're not going to do anything this year at this current time, but we want to have this option available. There are multiple railroads looking at these locomotives to lease and they come with everything that it needs for a commuter rail locomotive, different from a freight locomotive.
- One of the reasons we're talking about this is because we've had to overhaul one engine so far. It takes about nine to ten months to take a locomotive engine out, get it shipped to where it's going to be repaired, overhauled, shipped back and put in the locomotive. We do have one spare engine in a crate right now. We did that for a reason. We're talking about pulling the next locomotive engine out, sending it to be rebuilt, and putting this one in. When that one comes back, we refurbish the engines.
- That's another project that we'd like to do. But the thing is, what happens if you have a breakdown at that point? That's where the lease comes back into play. If you lease one or two locomotives for this amount of time, say the three-year lease, you could get three engines rebuilt. Then the lease is up on the other one. Then you've got new rebuilt locomotives. It's not just to take out the locomotive and take out the engine and ship it off. The first five days you're going to drain the fluids. You got to have a crane to take these engines out. It's not something we do right here. You got to bring in outside vendors to do it. When it comes back, you fill the fluid, and you do everything again in reverse. So altogether you're talking nine to ten months to send out an engine to be refurbished. NRE is the vendor who did our last one, and I'm not sure that we will go that route again. There're other vendors out there that can do it for us, and we're looking at that. The financial part of this is \$677,000 to rebuild an engine for one of these locomotives. It was \$477,000 for this one that we did, on locomotive 101. The way things are politically, the way things are financially, getting equipment and getting products from overseas would be tough. If we were to send an engine out today to get replaced or rebuilt, it would run an average of probably \$650,000.
- We've discussed the restraints in the past. SunRail service requires nine sets. We run eight sets for service, and we have a backup spare every day. That's per the contract. The current fleet involves 11 locomotives, and we always have two locomotives out for preventive maintenance, trucks being changed out, or any other type of ongoing maintenance.
- With nine locomotives and the two that are in scheduled maintenance, we can't fall short at that point if something happens.

- If we were to lose another locomotive or something were to happen, we would have to reduce service at some point. Those are options that we have available. We did reduce service during COVID for about a month, but that's the only time that we've ever reduced service on SunRail. We don't want to rush preventive maintenance and we don't want to defer maintenance on any of these things. Yet you must follow certain federal standards and then you have certain regulations that you must follow. We wouldn't want to do just a federal upgrade on a locomotive and forget some of these things. It's legal. We don't do it. It's something that some other carriers in the state of Florida do for certain reasons, but it's not something we're going to do.
- The fleets age, and Tawny you know better than me, they were built in 2013/2014 I believe and then purchased that same year. You figure they were built 12 years ago. By the time we get these done and rebuilt, you're talking three years before everything would be back into service. You're talking the life cycle of some of these locomotives that were already rebuilt when we bought them, and they were made in the 1970s/1980s. You're looking at a lot of worn equipment.
- A couple things that we have thought about is we could reduce the fleet demand by reducing the schedule at some point or we can lease the locomotives or even purchase locomotives, which we'll talk about here in a minute. So those are the two things that we've discussed at SunRail about what we may need to do coming up in the foreseeable future to guarantee service.
- Here's a reduced service option for six train sets. If we need to lose one or two locomotives, we can do any type of schedule that we need to. It really depends on when we want to start and stop. If we don't do the first morning train out of Sanford, the lower trains with the lower ridership, we would probably work around those like we did for COVID. This is just an example of what we would need to do. We can change the times on them. The run times will be the same, but we can start it up earlier or later time. If we got to seven train sets, it would be going to a smaller, reduced schedule. You still meet the 30-minute headways. We can move a train here or there, whatever we need to do. This is just an example of a 38-car train run.
- **Tawny Olore:** What's our FFGA requirements for the number of trains?
- **Mike Carman:** For Phase 1, it was 32. We started at 32 and then went up to 34 and then to 36 for Phase 2 South, but we never committed to operating with 40 trains.
- **Tawny Olore:** We would have to make sure if that is the option.
- **Mike Carman:** Yes. New vehicle acquisition is where you experience some expense. We're not the only commuter rail wanting to look at purchasing some new equipment. A lot of people went to their end-of-life cycle with their fleet and there's a lot of national orders where people are replacing their entire fleet. Economy is going to be the big scale to apply here, configuration, the service contracts, and the potential penalties (i.e., delivery), etc.. If we were to go to Siemens now, they make a charger. It's probably too big of a locomotive from what we need for our service, but we're about seven years out from getting our first one because we're way down the list of other agencies that have ordered already and have contracts in place. DART just spent \$119,000,000 on eight FLIRT trains. They run somewhere in the \$12M. A single piece can run from anywhere from \$5 to \$15M. An Alstom cab car for us right now is going to cost \$5,600,000, and a coach car is going to cost \$5,000,000. Locomotives are going to start at \$12,000,000 to \$15,000,000 per locomotive. Our best option, because we really looked at this for the Sunshine Corridor, we would really like to have the same equipment at that time so we're not running this equipment for SunRail, this equipment for the Sunshine Corridor. It's two sets of equipment and it's two sets of parts. It just gets complicated.
- Stadler has built a plant in Salt Lake City, UT, and they produce a train called the FLIRT.

It's a DMU. It is something we really looked at when we were serious about that first step going to the airport. What type of equipment we would use to go to the airport? It would be maybe a thought to we go ahead and put that in our SunRail fleet as we age out the equipment that we have. It's a multi-year contract for the Sunshine Corridor. We don't know when that'll happen, but regardless of what you do, it's going to be five to seven years to get your first piece of equipment in here.

- **Tawny Olore:** We're in July and the locals started paying in January, and this hasn't come up until now. Which I'm a little surprised about just because you've known about this probably for quite some time, especially because you rebuilt one of the locomotive engines in 2024 and this is 2025. What happened to the running rail? I remember we had this big discussion of running rehabilitation for the rolling stock.
- **Mike Carman:** We still do running rehabilitation. We've gone through the fleet and this time we'll replace all the water pumps on the fleet, and this time we'll replace all of this, etc. With that engine failure we did have, they're all coming from the same place. They were all built around the same time.
- **Tawny Olore:** Engines must be rebuilt; that's part of long-term maintenance. After so long your car must be rebuilt and your air conditioning must be replaced. I'm just a little surprised that we're having this conversation now because it seems in your voice this is getting urgent.
- **Mike Carman:** This came into play about three months ago.
- **Tawny Olore:** I mean the rebuilding of the engines. If you were rebuilding an engine in 2023/2024 and you knew that they all came from the same place at the same time.
- **Mike Carman:** It was a catastrophic failure so it's not anything that we really expected to happen.
- **Tawny Olore:** Getting into some details on this, and I'm not trying to give you a hard time. It was a pet peeve of mine, because I kept saying you're going to have to overhaul these engines, and you kept saying running rehabilitation. Anyway, that's just water under the bridge. How many locomotives would you need to lease? Is it one, two, or three?
- **Mike Carman:** No more than two.
- **Tawny Olore:** No more than two at \$750,000?
- **Mike Carman:** We would like to do the three-year lease; that's the first category. The extra years after that are just one year you can add on to the extension.
- **Tawny Olore:** It's \$750,000 per year and you would need it for three years times two. That's \$4,500,000 over three years. Is there any kind of state funding available from the Florida Rail Enterprise that could be used as matching dollars? I know that we have our state of good repair dollars that was supposed to be \$20,000,000 we negotiated to \$10,000,000. There is the state of good repair money from FTA that comes in. Is there any like state of good repair money from the Florida Rail Enterprise for matching dollars?
- **David Cooke:** We would need to check. There's been some recent changes in the legislation this year.
- **Mike Carman:** We did confirm that they are available for FTA SOGR funding.
- **Renzo Nastasi:** Are there any issues with regards to the potential locomotive leasing?
- **Mike Carman:** To our knowledge, no. FTA is fine with it. Their money will go towards this. There are no issues that we know of.
- **Renzo Nastasi:** You said that 10 out of the 11 have surpassed their expected life cycle. Is that right?
- **Mike Carman:** I would say no. It's typically based off mileage. There are multiple different ways you can look at everything. The other locomotives we've not had a catastrophic failure, and I know that's nothing that I can really say can't happen today or can't happen tomorrow. The one that we did have was a catastrophic internal failure that was a one-time thing. Not saying it won't happen tomorrow to all the other ones. The rolling repairs we do are 92-day

inspections and 184-day inspections. These are inspected every day. We have replaced water pumps. We've replaced the air conditioning units. We've replaced a lot of the equipment that we can. That's why we went ahead and bought the engine at that time to have as a future replacement. At some point, we're going to have to overhaul them.

- **Renzo Nastasi:** As Tawny said, this is late coming news. In terms of planning for the next few years, you mentioned two leased engines or refurbished locomotives, in your estimation, would that be sufficient to cover the existing service?
- **Mike Carman:** Yes sir, that would protect our service while we had locomotives out being rebuilt.
- **Renzo Nastasi:** For whatever it's worth, I mean the options of reducing service, I think is probably not something that we want to do?
- **Mike Carman:** No, not at all. It's just that we must have an option just in case. That's nothing we want to do.
- **Renzo Nastasi:** We've been talking about increased service for a long time and just to throw out an option don't think that is what we want to do but I do understand it's an option. Back to the state of good repair, is the \$10,000,000 that's in place now, is that being utilized for that continual refurbishment?
- **Mike Carman:** I don't know on that one.
- **Tawny Olore:** No. Hopefully in the future we can have some of these conversations earlier because remember we all had an in-depth conversation about when we were calculating the percentage of the boardings. We quickly had to have that meeting for the budget. We had some intense conversations with the financial folks, and it was decided at that meeting prior to the board approving the budget that they were going to utilize that \$2,000,000 for the state of good repair dollars as revenue to buy down the deficit. If we would have known about this three months ago, then that would have been maybe a different conversation. If we would have known that we would need the \$4,500,000 over three years, we may not have chosen to put that \$2,000,000 as a buy down to the deficit. These are real conversations because as it is now, we'll have to make a budget change. We must look at it very carefully because it would be \$750,000 x 2 to the budget that we just approved. Do you see my point?
- **Renzo Nastasi:** I understand but regardless, we have something that is entitled state of good repair. We chose to use those dollars to buy down the deficit. Soon, we're going to have to spend \$4,000,000+. There must be an increase in the overall budget.
- **Tawny Olore:** Yes, that's what I said - \$750,000 x 2. How we utilize those state of good repair dollars for this year was that FDOT gave us information on rolling stock projects that needed to be done (i.e., seats, other things, etc.). We are utilizing that state of good repair dollars on some of the other things that need to be done on that rolling stock. Though they were being used for state of good repair, there's still going to be an increase of \$750,000 x 2.
- **Renzo Nastasi:** The question is what's the timing for the additional increase for the leasing of at least two locomotives?
- **Mike Carman:** It won't be in 2025.
- **Chair Tanya Wilder:** Would it be next year?
- **Mike Carman:** Yes.
- **Tawny Olore:** Next year in 2026, which is the budget we just approved.
- **Chair Tanya Wilder:** This is a lot to digest. Is there not a contingency fund? When you must get your air conditioning fixed, you know you have a fund set aside for those situations. This is not built into the CIP? These are large dollars, and eventually you do need to repair or replace the system.
- **David Cooke:** This would have to run through the Technical Advisory Committee as well as back through the Commission to make that decision.

- **Chair Tanya Wilder:** Was this put into the CIP? Is there a contingency fund?
- **David Cooke:** I think there is \$2,000,000 in a contingency fund.
- **Tawny Olore:** In the budget for 2026, there is a line item that has \$2,000,000 for operating reserve. There was some discussion within our Working Group about maybe taking that out. I don't think it ever got taken out, which is good. Prior to us entering a fiscal year, we're already identifying what we have to use for our reserve.
- **Renzo Nastasi:** Back to time frame, so we're talking about next FY 2026. How much lead time is needed should the board decide that they do want to lease three locomotives? In other words, that they need to go to the board, then there's making a decision.
- **Mike Carman:** We would have to get with Rolling Stock Solutions to get their actual time frame.
- **David Cooke:** Something else to consider, it would still have to go out for procurement so that also adds to the lead time.
- **Renzo Nastasi:** My question is how long is that time frame before they're delivered?
- **David Cooke:** I don't have an exact answer on that Renzo. I would tend to say it would be six to nine months, but we'd have to go through the procurement process. We're not aware of anyone else who leases locomotives right now other than RSS. How we go through that procurement has to go back through the Commission for that decision, so that's one of the reasons we wanted to bring it to the Technical Advisory Committee first.
- **Renzo Nastasi:** We're starting to bump up against a lot of deadlines and this is one of them, just in terms of the overall transition as well.
- **Chrissy Martin:** In light of that fact, I totally agree. I want to echo Renzo's point about the option to decrease service or the frequencies – you would have a lot of upset riders; you have commuters who depend on a time frame. Even if you change it two to three minutes, they're not going to know and will miss their train. I think it would be a marketing and ridership nightmare. As far as I'm concerned, I would say that's a non-starter. Then going into what we would need to start to move this along. I think we would need some information on what the FLIRT train is so that we can go back to our area and look through that option. I think we need to look at how these numbers are derived because it says \$750,000 and that sounds like a very round number for a leasing option. We can kind of look through all the details on it. Mike, if you could send that information to this group that would be helpful.
- **Chair Tanya Wilder:** Is it the plan to bring this to the CFCRC at the next board meeting?
- **David Cooke:** That hasn't been determined yet. I would think we would probably want to do that at some point.
- **Chair Tanya Wilder:** To Chrissy's point and needing this information, I think we do need to go back to our respective jurisdictions and talk about this internally. Mike, if you could send us this PowerPoint since there's a lot to go over. It's the first I am hearing this and the fact that we need to start yesterday to get these locomotives is a big ask.
- **Mike Carman:** Renzo, to answer your question, I would say it's a year before we would get one locomotive.
- **Tawny Olore:** It's a year and then you're like your risk and testing?
- **Mike Carman:** Then you're testing and everything else that you must do. It'll take another month to get the locomotive itself, all the miles in that it must have logged to be safety certified.
- **Renzo Nastasi:** There's probably some urgency to this because if you lose another engine or two in the next two years, then we're in some trouble. I think this is an issue that probably needs to be addressed sooner rather than later. To the question about going to the CFCRC, we just need to figure that out. You must have enough information to provide them, and I would suggest that there be a meeting with the finance group and whoever else wants to attend so they understand the overall cost. As best as we can estimate it at this point so that

we can be prepared before we go to the CFCRC and say here are the issues and this is what additional costs are going to have to be incurred over the next two years. I guess once you enter a contract with a provider, you're going to have to pay them. That's an impact of the budget, so we can schedule something with the finance group. I think we'd like to have all these members to also be part of that conversation.

- **Mike Carman:** We still do have the one engine that's in a crate in the warehouse that we could start changing out. We just need some guidance on how we wanted to go about that.
- **Tawny Olore:** Don't you have a locomotive expert on staff? Aren't we supposed to have a plan for these locomotives in terms of the preventive maintenance and overhauls schedule?
- **Mike Carman:** For the preventive maintenance, yes. Before a full overhaul, I don't know on that one.
- **Tawny Olore:** I know we did because it was in the original Finance Plan for the FFGAs and it was in the documentation for overhauls. It was all spelled out. I'm looking at Sandra because she was involved with it. There was a whole Fleet Management Plan that had to be developed.
- **Mike Carman:** We do have that, a Fleet Management Plan.
- **Tawny Olore:** There was discussion on these overhauls and when they would be taken out of service so that you're not playing Russian roulette, and we shouldn't be doing that because they were all built at the same time. They were overhauled. Remember, these were not new locomotives; these were stripped down. Then we really rebuilt them back up. There was a whole schedule Fleet Management Plan that was done. I would think that would have been followed through the years. These do need to be taken out of service for overhauls, it's not running rehabilitation. These locomotives need to start getting on a schedule now because you have ten of them that need to be done. There are no choices, but I would think that based on this situation, there may be some matching dollars. I would encourage the State to look at that based on where we're at and there must be some matching dollars. I would encourage you to go back and look and see what we can come up with.
- **Renzo Nastasi:** Somebody asked if we could get this PowerPoint. I'd appreciate it if you could send it out to the group. The \$750,000 for each locomotive, that's for it to be delivered and ready to go. Are there any additional costs?
- **Mike Carman:** Built into that cost, there is some heavy maintenance that would be replaced by that organization if something catastrophic were to happen. If the locomotive engine were to fail, that's part of it. They would come and fix it. If certain parts of the locomotive (we have a list of all that which would fall under that category) were to fail, that they would replace automatically. That goes into the warranty.
- **Renzo Nastasi:** So, \$50,000 basically covers delivery of the locomotive and all the upkeep that goes with it for one or two years?
- **Mike Carman:** I think it's one year on certain items, but then the rest of it falls under Alstom under their contract to maintain the equipment. The regular 184, the 92 falls into that. In what we can provide, it has a list of what all that entails of what they would cover and for how long.
- **Tawny Olore:** The cost to overhaul the engine too, right? That must be documented because you're talking about \$4,500,000 over three years for just the lease. Then you also have the overhaul of the engine itself.
- **Mike Carman:** That is about another \$600,000 per engine for ten engines.
- **Chair Tanya Wilder:** We estimate three years, but what if it goes to seven years? Instead of the 0% interest we would be paying the 3% interest?
- **Mike Carman:** Yes, anything that goes past three years falls into the 3% interest. So, your fourth year could get added for some reason. Then you drop down to the \$772,000 per locomotive at that time.

- **Chair Tanya Wilder:** Your recommendation is the three years, in the first column. You believe it will be done in three years?
- **Mike Carman:** Yes.
- **Chrissy Martin:** You must bring this to the CFCRC. We need the documentation so we can pour over this and answer those questions and then bring them to you individually. This is the first time we're seeing it. I would suggest once you bring it to CFCRC, this is essential that it needs to get done. So those members on the local funding partners that represent the CFCRC Board need to have individual briefings on this with whoever is going to be able to answer these questions for them. I think that's going to be you, Mike. I would say we need to start setting these on these calendars, because those elected officials get very busy, and try and see if we can get that briefing time so we can start to get that schedule of when this can actually go. I think it's going to be aggressive trying to get it on the next CFCRC even though it probably is essential.
- **Tawny Olore:** Was any of the \$600,000 per engine in the budget that you provided to us for in either the CIP or the operating dollars?
- **David Cooke:** I need to go back and look at it.
- **Tawny Olore:** I don't remember seeing a line item in the CIP for this. Mike, you probably know. The other option is maybe we look at that CIP and see if any of those projects could be moved? If you add it up, it's \$10,500,000 to do these overhauls, plus leasing. For state of good repair, \$10,000,000 was provided. Again, I would encourage some matching opportunities because this is a lot of money. This is what I was so afraid about two years ago as well as the infrastructure up in DeLand which is causing issues too.
- **Renzo Nastasi:** I'm always about timing. We need to have a meeting with CFOs and then probably briefings with the elected officials. Could you think about that timeline and when we can have those meetings scheduled before having the full CFCRC and tackle this thing? It's going to be fairly complicated, so we need to have the time to have everybody have the details before it goes for a discussion at CFCRC.
- **Tawny Olore:** I think it's laid out like a budget for the CIP and they had a list of projects and the cost. We need that because we can have a meeting with the CFOs, but if we don't know timing and cost that would be difficult to discuss.
- **Slade Downs:** I am new to the group. Just out of curiosity, have we compared these maintenance costs to purchasing new rolling stock or newly refurbished in lieu of this lease option?
- **Mike Carman:** You can only go so far with the buying of equipment just because you must sign a non-disclosure agreement. You can't really talk about certain things until you're willing to "Here's the money. We want locomotives." Yes, we have looked at it as far as we can go right now. I've been to the Stadler plant and looked at everything there. It's hard to compare the timing of it. We can get an engine like this in a year to help us out for three years if we go ahead and buy one right now and we may not get it for seven years. We must look at what we need now and what we need in five to seven years.
- **Slade Downs:** Alright, thanks.
- **Chair Tanya Wilder:** If we're talking about how long it takes to get these trains, I think we need to have that conversation as well. You mentioned the leasing opportunity here with this one company you've looked at, but are there others?
- **Mike Carman:** Not that we know of. I've looked and according to them, they are the only one right now and that's all I can find.
- **Chair Tanya Wilder:** I would think a question from the CFCRC would be what other companies or entities offer this type of locomotive leasing? If we're put in the position without having any kind of negotiation and this is in fact the only company, that puts us at an unfair advantage.

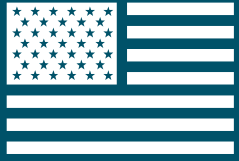
- **Mike Carman:** We thought the same thing.
- **David Cooke:** That's one of the procurement issues with a single source. We would go through that if that's the decision that everyone makes. We would still advertise as what we would envision anyway.

Committee Member Comments

- No comments.

Next meeting is scheduled for August 13, 2025, at 2:00 p.m., Lynx Central Station, Administration Building, Open Space Room

Meeting adjourned at 3:35 p.m.



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ALDRIN SANDERS

State Title VI Coordinator

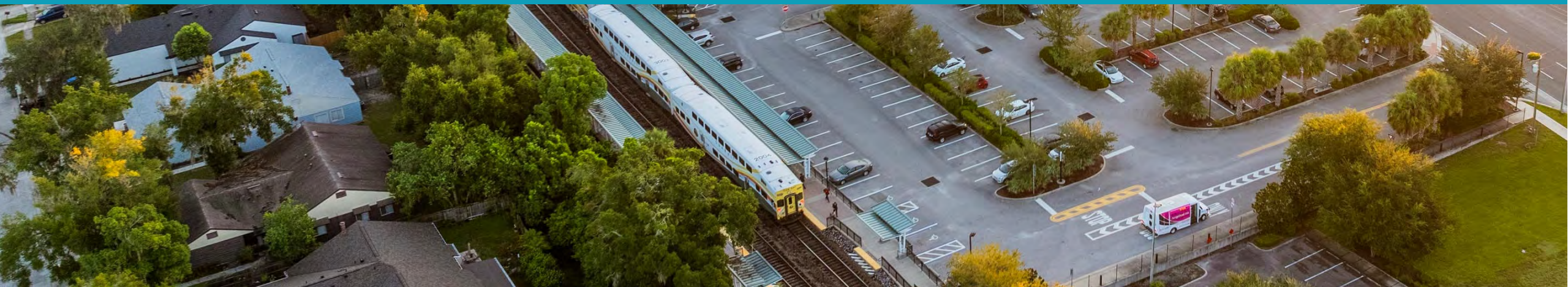
605 Suwannee Street, MS65

Tallahassee, Florida 32399

Aldrin.Sanders@dot.state.fl.us



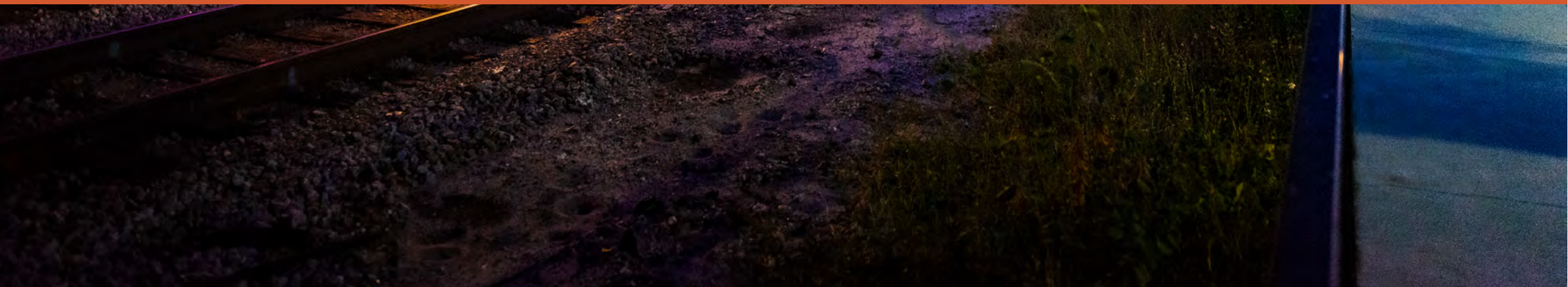
W E L C O M E





CHAIR'S REPORT

TANYA WILDER - CITY OF ORLANDO





APPROVAL

ADOPTION OF JULY 9, 2025 MEETING MINUTES





PUBLIC COMMENTS





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

DAVID COOKE





GROUP RIDE PRESENTATIONS

“We ride SunRail once a month to see our grandchildren.” ~ **AARP** Member

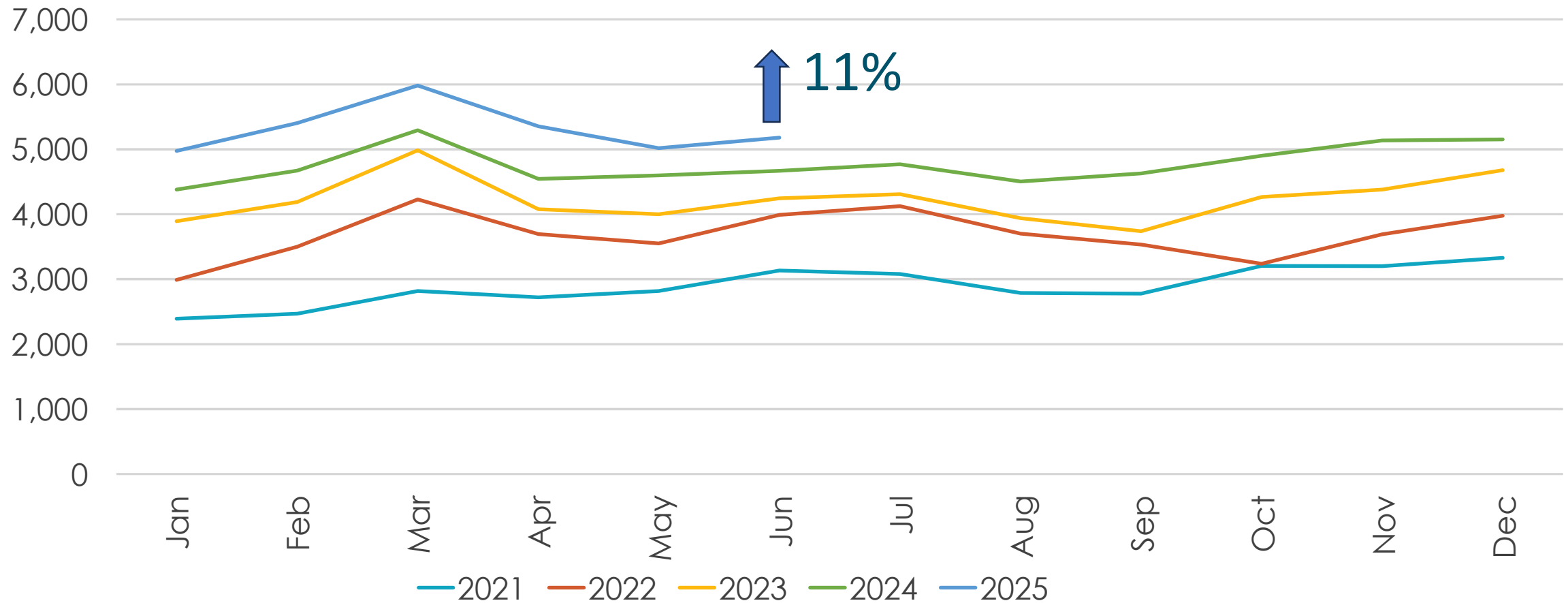
- 30 **AARP** member Group Ride in July promoting senior-friendly community engagement
- Promoted SunRail transit to over 500 attendees at the Osceola County **Government Resource Fair**
- 26 student and teacher Group Ride from the **Conklin Davis Center for the Visually Impaired** promoting mobility awareness and accessibility on SunRail





AVERAGE DAILY RIDERSHIP

June 2025 Average – 5,181

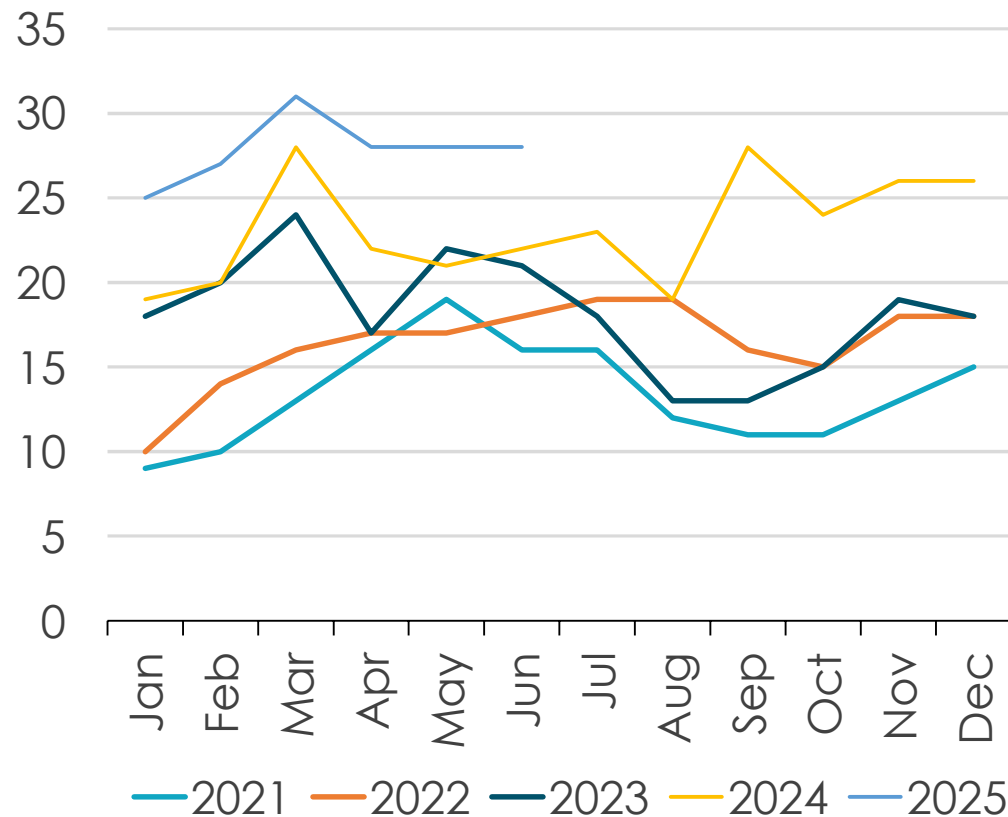




ONBOARD STATS

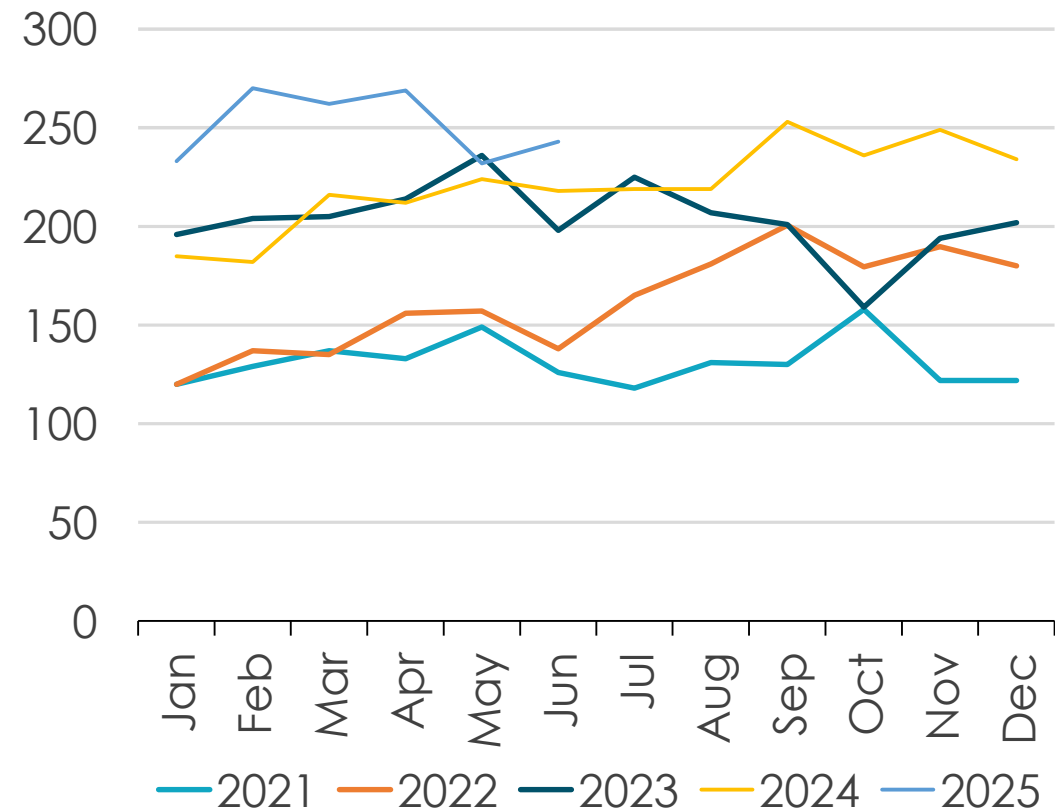
ADA

June 2025 Average: 28



BICYCLE

June 2025 Average: 243

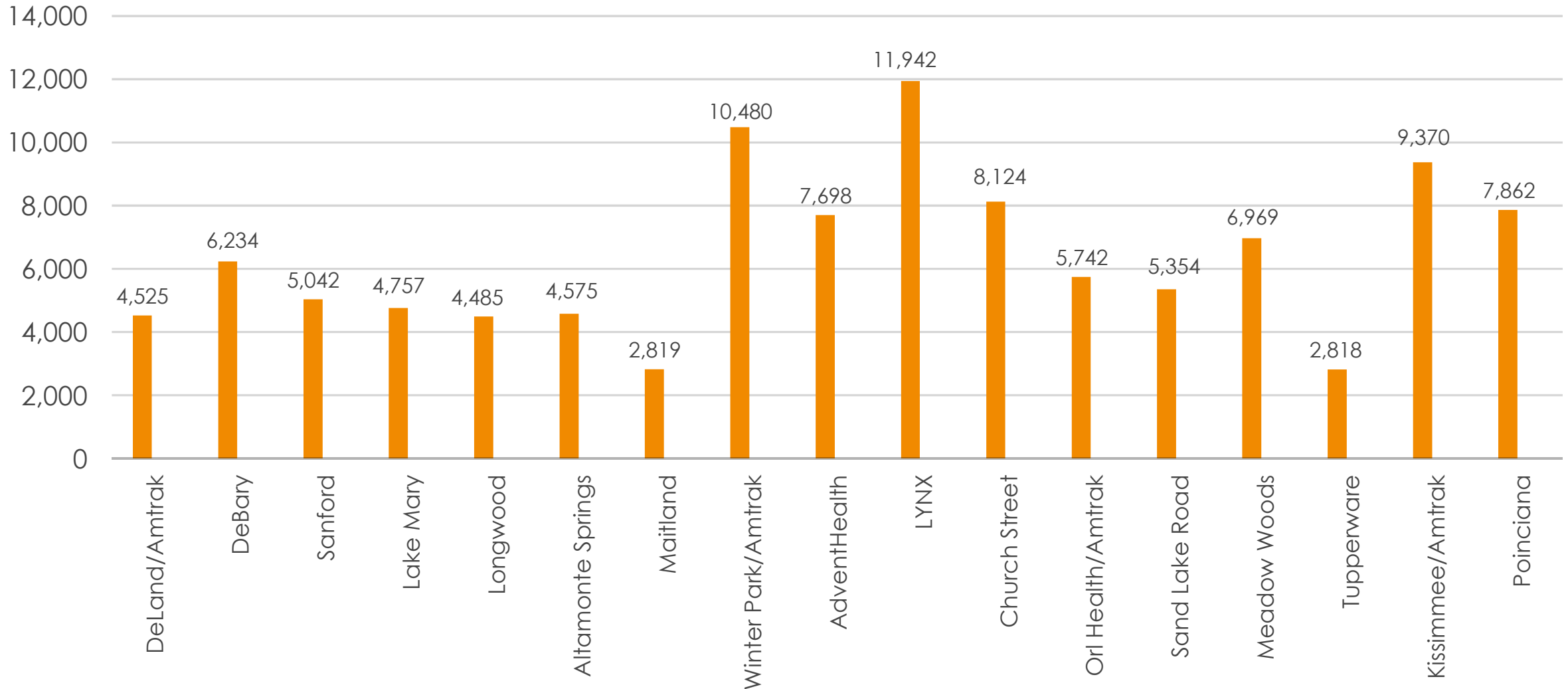




BOARDING BY STATION

RIDERSHIP JUNE 2025

Total Ridership = 108,796





ON-TIME PERFORMANCE

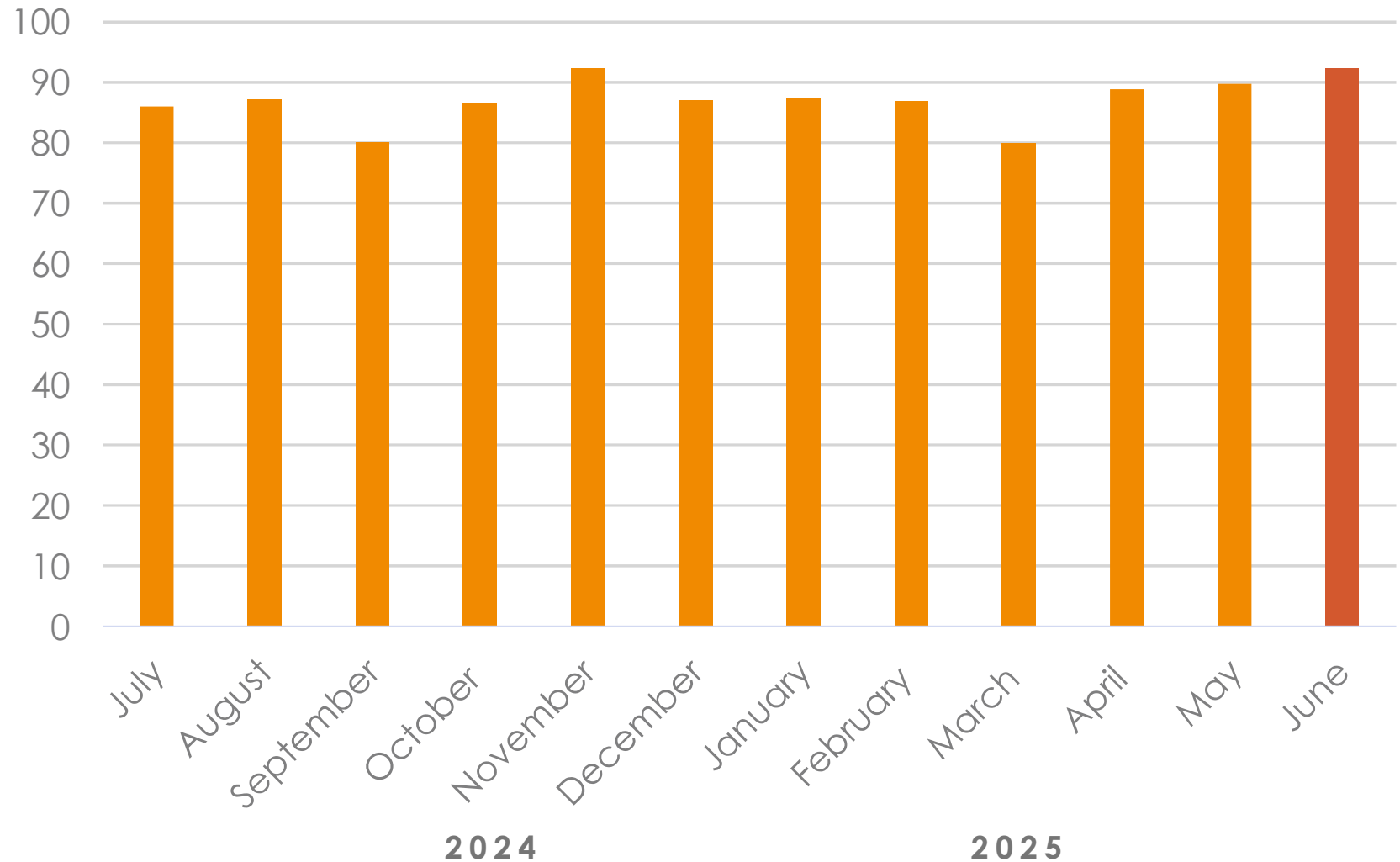
June 2025

CONTRACT GOAL = 95%

CONTRACT = 97.98%

ACTUAL = 92.38%

- 21 Operating Days
- Ran 840 Trains



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



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	
Days of Operation	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	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

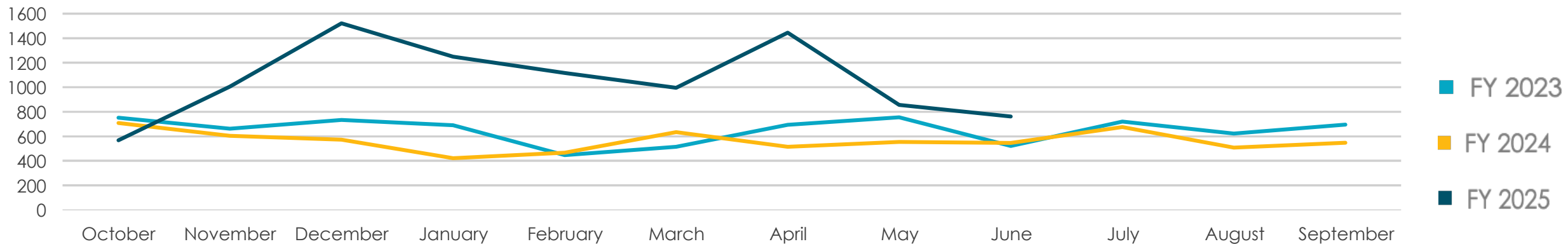
LINK	Average Daily Boardings		Change	% Change
	Jun-24	Jun-25		
11, 42, 111/311	89	107	18	20%



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

SCHEDULE UPDATE



COMMITTEE MEMBER COMMENTS





NEXT MEETING

SEPTEMBER 10, 2025, 2:00 PM

LYNX CENTRAL STATION
ADMINISTRATION BUILDING





SUPPORTING CHARTS AND DATA

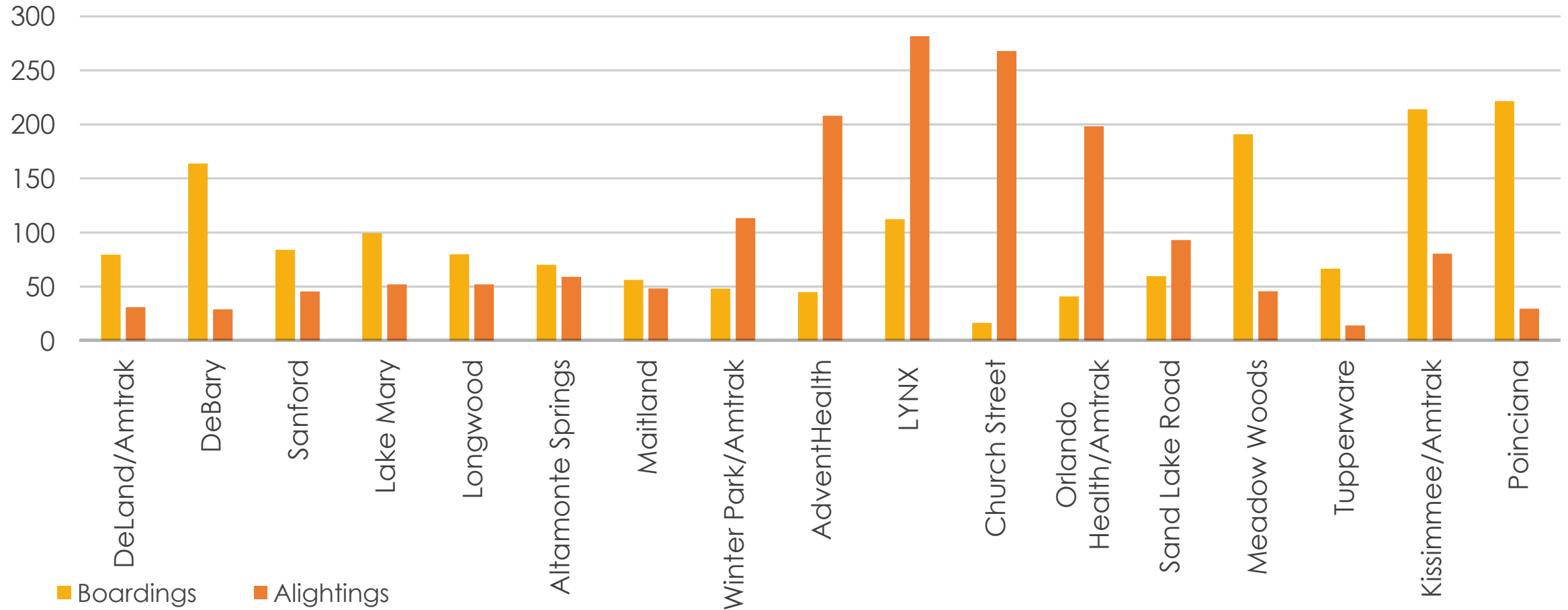




BOARDINGS & ALIGHTINGS

JUNE 2025

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

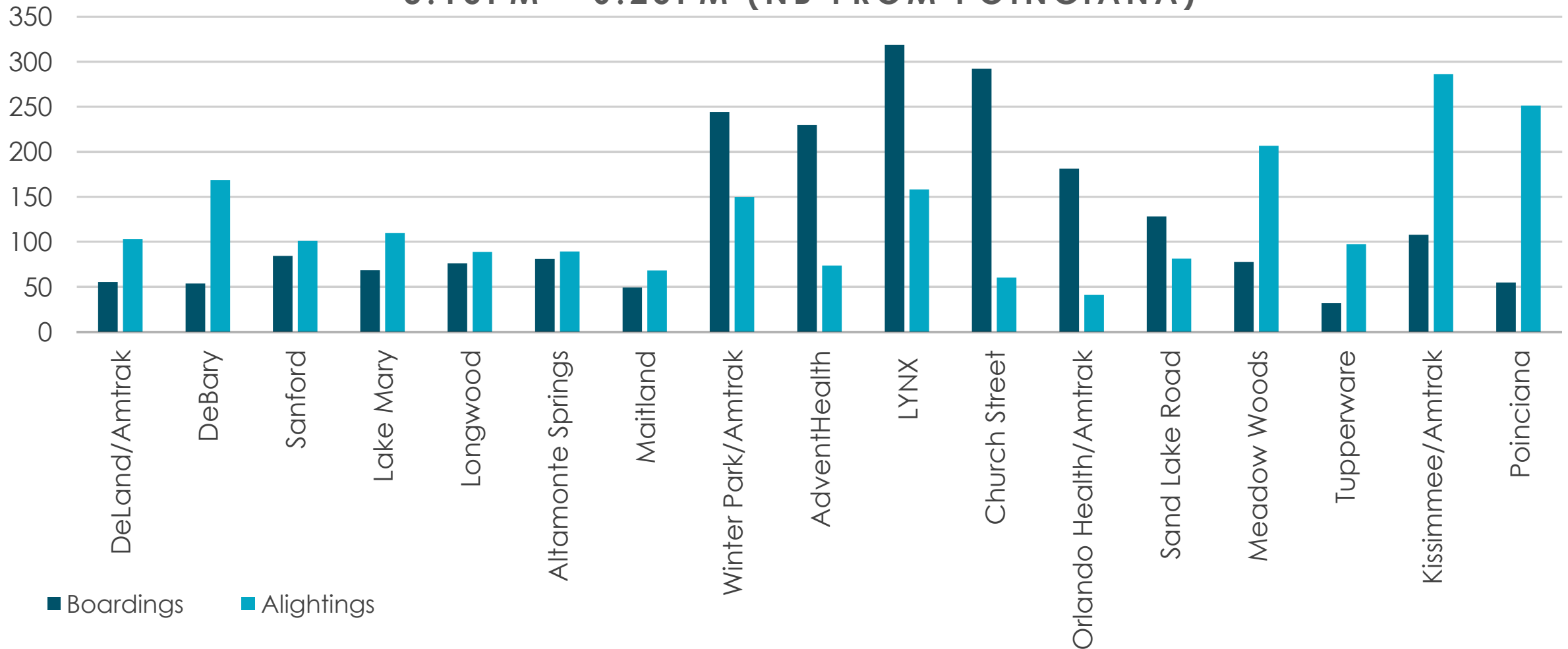




BOARDINGS & ALIGHTINGS

JUNE 2025

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

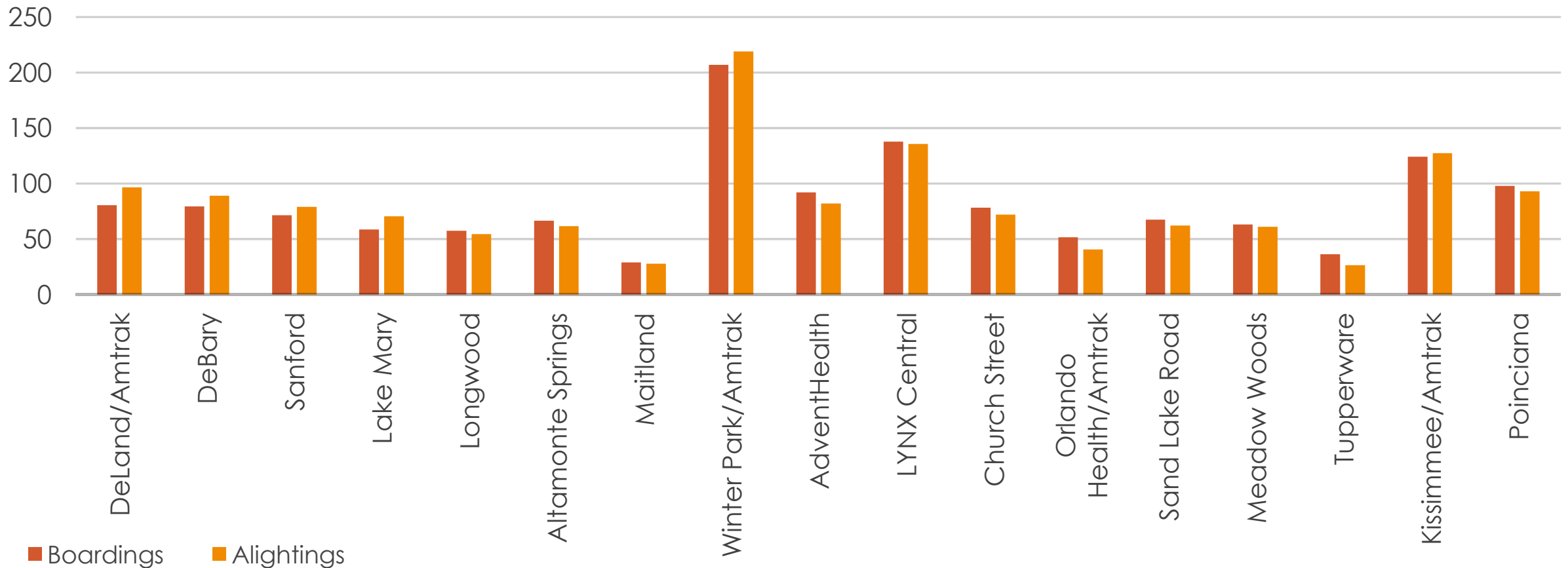




BOARDINGS & ALIGHTINGS

JUNE 2025

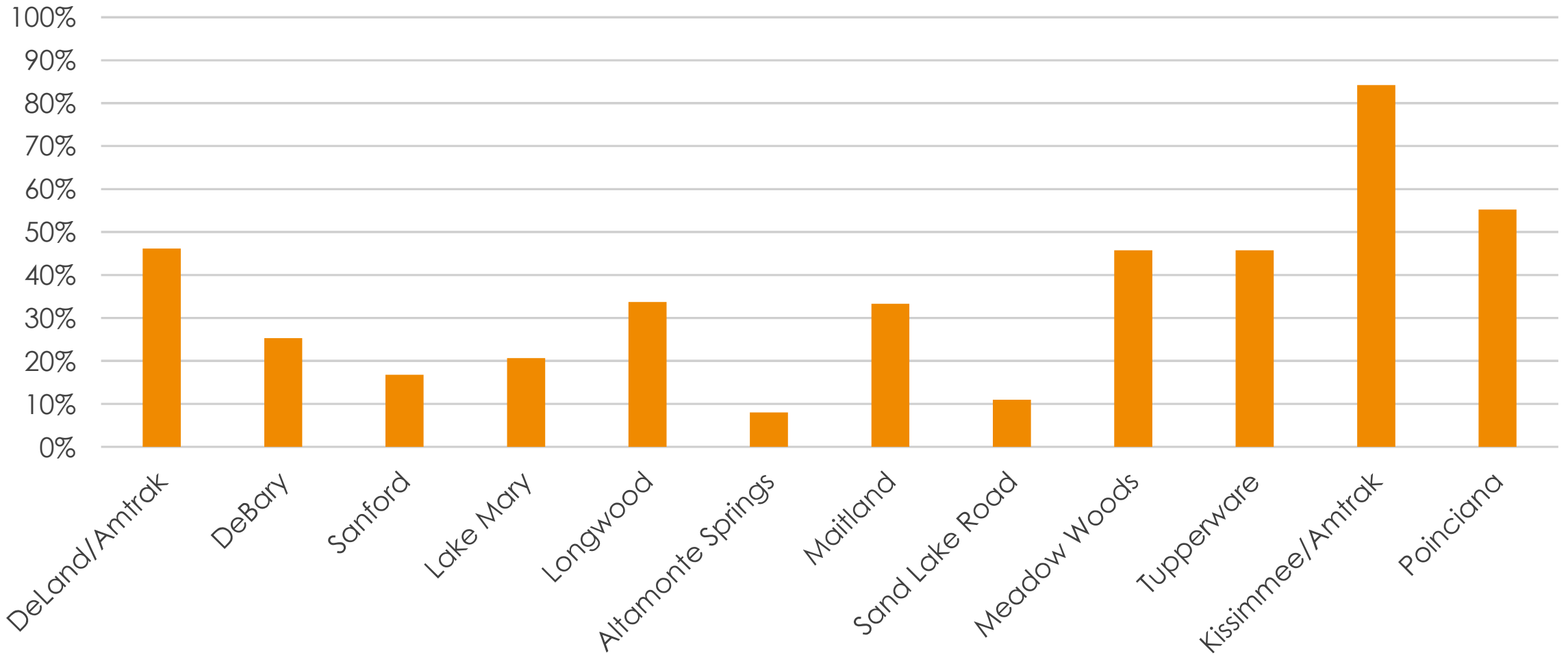
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





STATION PARKING

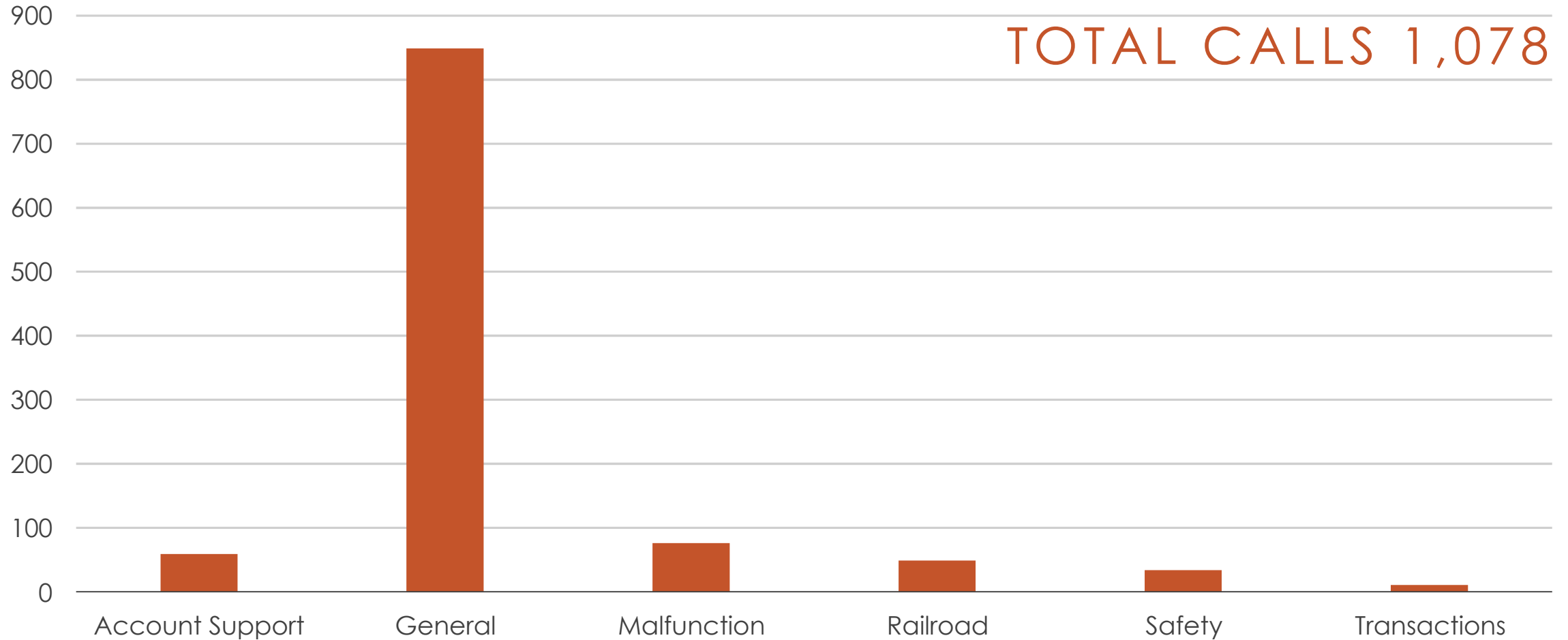
JUNE 2025





CUSTOMER SERVICE CALLS

JUNE 2025





TRAIN PERFORMANCE DETAIL

JUNE 2025

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	776	92.4%
Late	57	6.8%
Annulled	7	0.8%
Total Trains Operated	840	100.0%

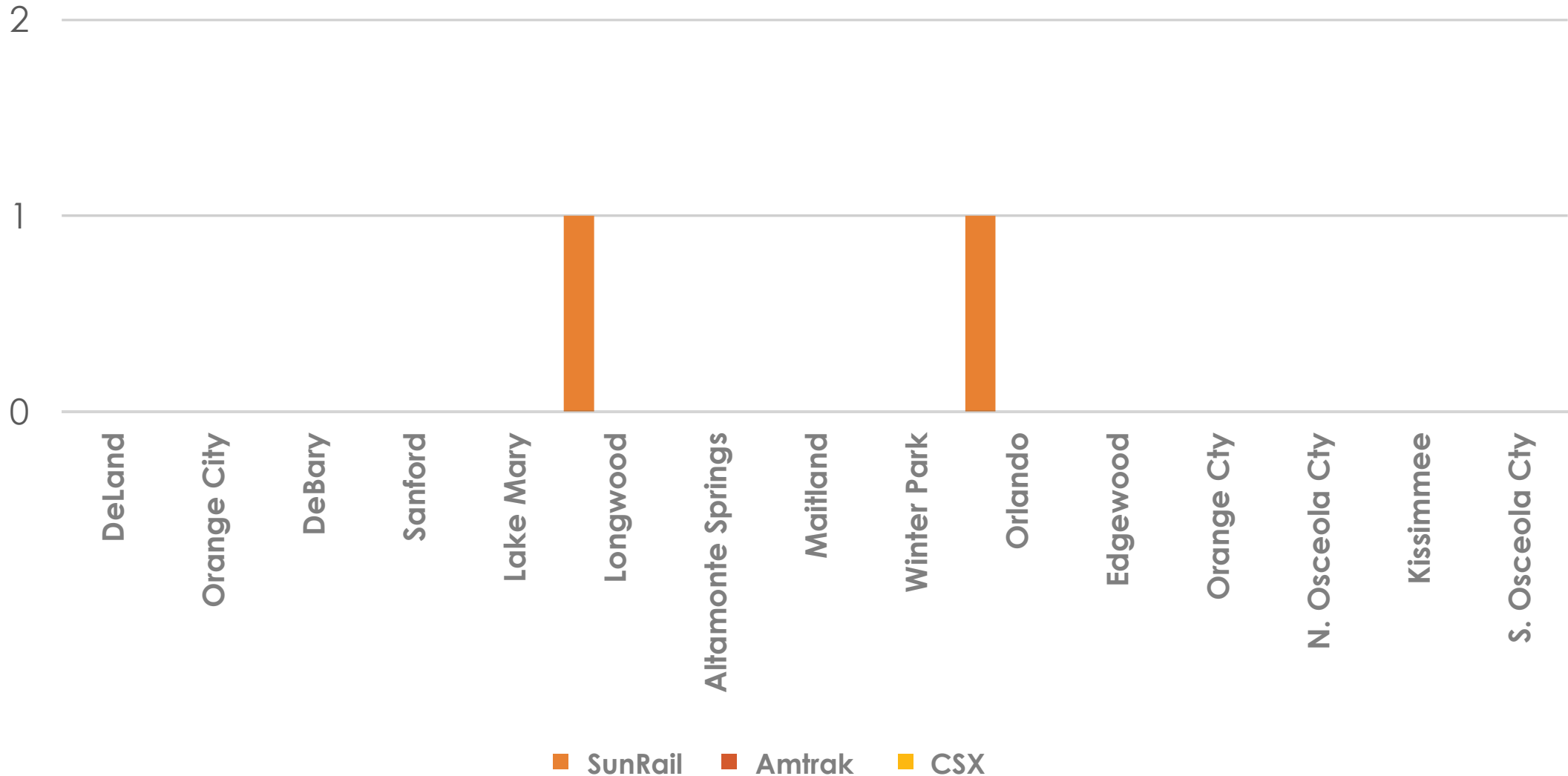
PERFORMANCE DETAIL	Days	Trains	Percentage
Injuries/Illnesses	1	2	0.2%
Maintenance of Way	2	2	0.2%
Mechanical	7	14	1.7%
Other	2	2	0.2%
Passengers	2	2	0.2%
Signals & Components	8	18	2.1%
Train Interference	11	14	1.7%
Trespasser/Grade Crossing/Near Misses	2	2	0.2%
Weather	1	8	1.0%
Total (Rounded)		64	7.6%

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



REVENUE INCIDENTS BY CITY/COUNTY

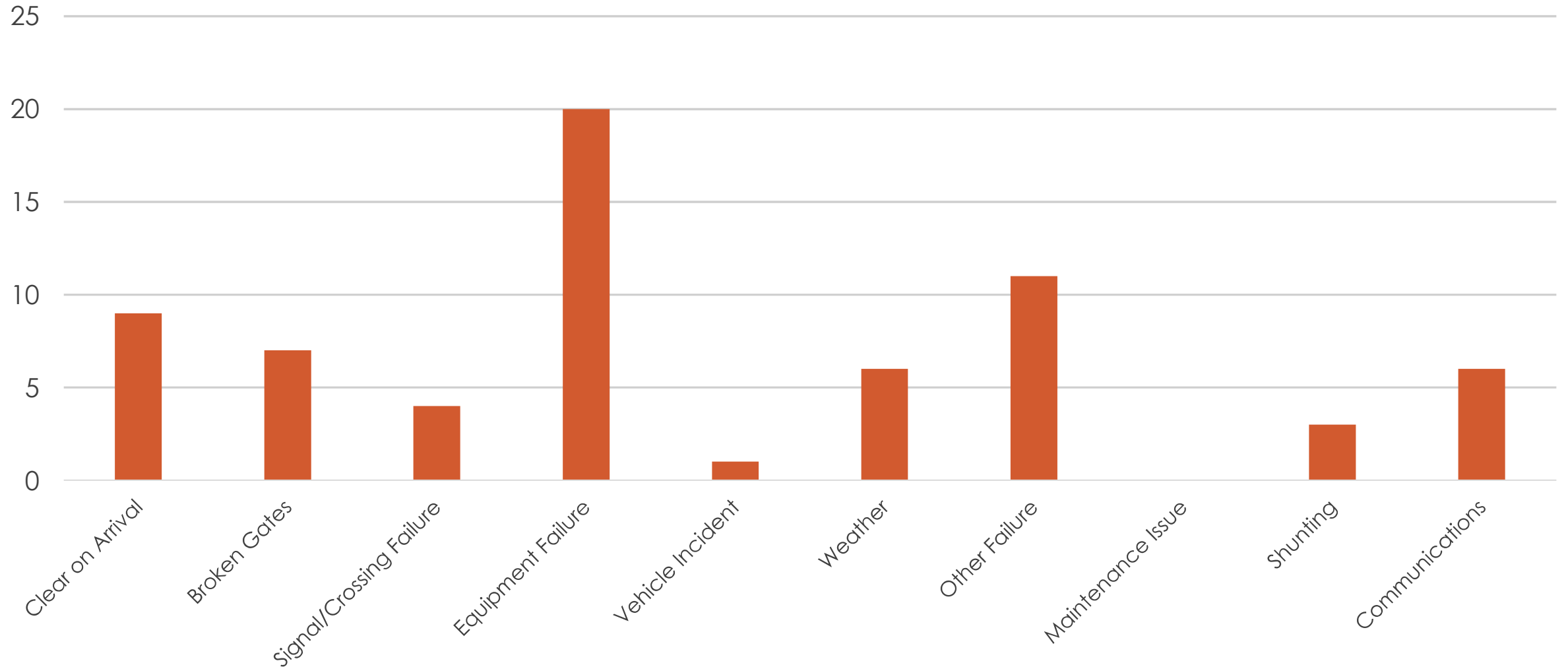
JUNE 2025





CFCRC SIGNAL SYSTEM INCIDENTS

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 "Rail Safety" page at [SunRail.com](https://www.sunrail.com)

