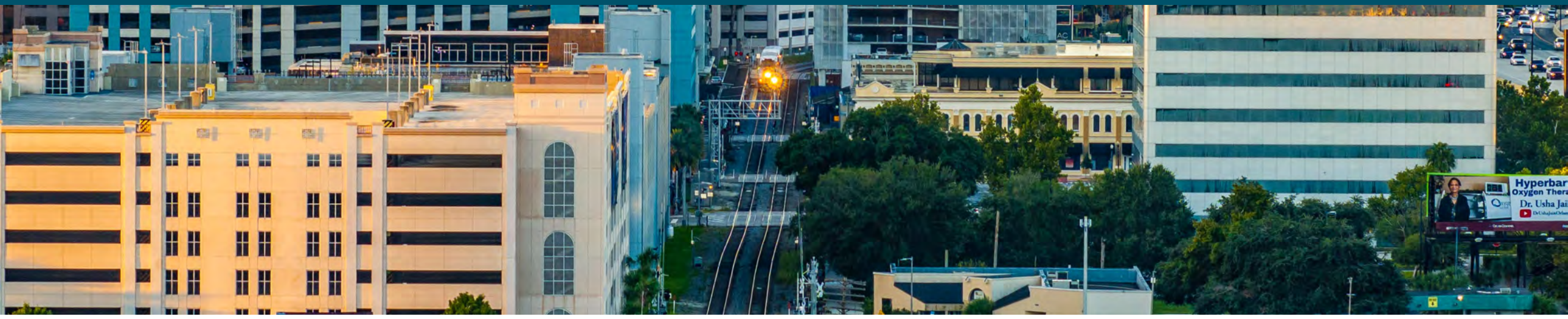




TECHNICAL ADVISORY COMMITTEE

OCTOBER 8, 2025





Central Florida Commuter Rail Commission

Technical Advisory Committee

Date: October 8, 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. August 13, 2025 and September 10, 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. Committee Member Comments

VIII. Next Meeting

- a. Next Meeting – November 12, 2025 at 2:00 p.m. LYNX Open Space Room

IX. 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

September 10, 2025
2:00 p.m.
LYNX Central Station

Attendees

Arturo Perez, Seminole County Sarah Larsen, Metroplan Orlando Keith Moore, Winter Park Tanya Wilder, Orlando Jacob Lujan, Altamonte Springs Jennifer Stults, Osceola County (non-voting) Renzo Nastasi, Orange County	Mike Heffinger, FDOT David Cooke, FDOT Michael Carman, SunRail Sandra Gutierrez, SunRail Kim Hymes, SunRail Bobbie King, Volusia County Bruce Detweiler, LYNX Mark Calvert, 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 not met

Announcements

- I appreciate you being here, I know coming from Deland is always an effort. I do appreciate your time, these meetings are meant to be productive and to get information about what is happening within the SunRail system. Thank you for your time.

Action Item:

- No action items.

Public Comment:

- No public comments.

Agency Update:**Presenter:** David Cooke

- Corporate Engagement
 - Commuter benefits drive ridership and add value for businesses.
 - New initiative to increase ridership through outreach to businesses.
 - Promotes information on cost savings and convenience of SunRail.
 - Meeting with employers and employees with presentations, digital messaging, informational videos, and more.
- SunRail America 250
 - A video was presented showing the new train on the corridor.
 - The train will be on display and operating on the corridor through July 4, 2026.
 - SunRail joins America's 250th celebration with a vibrant and new historic train wrap.
 - Station banners and onboard poster display continues the historic theme.
 - Design highlights Florida's cultural heritage and creates a moving tribute connecting the past to the present, carrying riders into the future.
- Average Daily Ridership – July 2025 – 5,010 (up 5%)
- Onboard Stats
 - ADA – July 2025 – Average 25; Bicycle – July 2025 – Average 227
- Boardings by Station – July 2025 – Total Ridership = 115,349
 - DeLand/Amtrak – 4,644
 - DeBary – 6,402
 - Sanford – 5,685
 - Lake Mary – 5,121
 - Longwood – 4,482
 - Altamonte Springs – 4,728
 - Maitland – 3,046
 - Winter Park/Amtrak – 10,847
 - AdventHealth – 7,779
 - LYNX – 12,315
 - Church Street – 9,460
 - Orlando Health/Amtrak – 5,788
 - Sand Lake Road – 5,838
 - Meadow Woods – 7,137
 - Tupperware – 2,849
 - Kissimmee/Amtrak – 10,423
 - Poinciana – 8,805
 - Strongest stations continue to be LYNX, Winter Park, Kissimmee, and Church Street.
- On Time Performance – July 2025 – Contract Goal=95%; Contract=97.73%; Actual=83.41%
 - We had several weather days where we had heat restrictions as well as some lightning storms that had some impacts on some of our equipment. We did drop down for the month of July.
 - We're also seeing people hitting gates and gate impacts that also had an impact on our on-time performance.
 - 22 Operating days; Ran 880 trains.

LYNX Bus Connectivity**Presenter:** Bruce Detweiler

- For the month of July, we saw a 1% increase in connectivity ridership when we compared it to last year.
- Sand Lake Station continues to be our highest connectivity location, most likely due to the bus connection that we have at that station, going to the airport.
- Total fiscal year ridership is still showing a 3% increase compared to last fiscal year.
- July had a combined decrease of 15% on fixed routes and 106% increase on Neighbor Link.
- The Sand Lake Station to the airport saw a 24% increase in ridership when compared to last year.

Votran Bus Connectivity**Presenter:** Bobbie King

- The Votran connectivity report starts with the DeBary Station, and we provide feeder bus connection there. We're staying steady with about 35 average daily ridership.
- VoRide micro transit bus services both stations and that's steady. Some months it's higher at one station versus the other. Generally, it's around 13 average daily ridership.
- Our DeLand SunRail Circulator is our smaller bus that runs all day from in and out of DeLand to the SunRail Station. We've seen a slight dip in that ridership in July.
- **Crissy Martin:** Did you have any projections on where you thought the ridership was going to be and does this match it?
- **Bobbie King:** Unrelated to SunRail, our VoRide ridership is at maximum capacity. That's exactly where we expected it to be. We had lots of research and analysis done prior to putting it out to bid. It took a few months to get fully allocated. Now we're at full capacity every day.

Informational Items: SunRail Proposed 42-Train Schedule**Presenter:** Mike Heffinger

- SunRail service was extended to DeLand on August 12, 2024. The goal was to minimize impacts to the current schedule while maximizing service times and efficiencies. This was made possible by requiring two train runs to dead head, return without passengers, to Poinciana and the Sanford Operations Control Center (currently called the OCC). We have reviewed our current schedule and have determined there is an opportunity for efficiencies. SunRail is pleased to announce and propose a 42-train service designed to accommodate later night riders while leveraging improved system management to help minimize delays. This presentation outlines the proposed schedule additions and adjustments aimed at delivering the best service possible.
- Northbound 8:45 AM from Poinciana, currently there is a 2.5-hour gap from 7:25 PM to 9:55 PM between the northbound trains leaving Poinciana. Train P333 departs DeLand at 4:40 PM and arrives in Poinciana at 6:28 PM. After finishing its run, this train essentially dead heads to Sanford to prepare for the next day's run. This train has an engineer, a conductor and a security guard, and can essentially stop at the stations and pick up passengers on their way to Sanford and continue to DeLand where it would then dead head back to the OCC in Sanford with no additional operational cost. We proposed that this train dwell (which means they will stay at that station) at the Poinciana Station from 6:01 PM to 8:45 PM, then depart from Poinciana Station at 8:45 PM, picking up passengers along the way, free of any operational additional cost.
- There's the southbound 9:55 PM from DeLand. Currently, the last train heads out of DeLand southbound at 7:55 PM, roughly around 8:00. Train P328 departs Poinciana at 4:15 PM and arrives in DeLand at 6:01 PM. After finishing its run, this train essentially dead heads back down to Poinciana to prepare for the next day's schedule. This train also has an engineer, a conductor and a security guard, and can essentially stop at the stations and pick up passengers on their way down to Poinciana with no additional operational cost. We proposed that this train dwell at the DeLand Station from 6:01 PM to 9:55 PM, then depart from the DeLand station at 9:55 PM, picking up passengers along the way, again free of any additional operational cost.
- We would also like to propose changing the departure time of train P325 from the current 2:45

PM to 2:35 PM from DeLand. The remaining scheduled run times would stay the same. This change is proposed due to a very tightly scheduled train meet with this train, the P320, coming northbound from DeBary. This current departure time from DeLand for train P325 forces either it or train P320 to wait for the other to clear the single main track area between the DeLand and DeBary Stations. This is usually due to one of the two SunRail trains being behind schedule resulting from signal equipment issues and passenger loading or unloading delays. The addition of these two time slots would add late night service to both and give greater flexibility to our patrons. Also, since the corridor was completed in August 2024, we have noticed some areas on the corridor could use updated runtimes. These numerous one and two-minute changes do not change the overall runtime between DeLand and Poinciana but redistributes the time in areas where we had an extra and/or not enough time. This will allow for a more accurate and more dependable schedule. These immediate benefits will be marketed to both business and leisure riders, as people can now enjoy evening sporting events such as the Orlando Magic and Solar Bears or seasonal celebrations such as Kissimmee's upcoming Boo on Broadway without relying on a special service. The extended schedule also supports service industry employees by providing safe, reliable, late-night transportation for dinner shifts while boosting local businesses as the final train from DeLand now departs at 9:55 PM instead of 7:55 PM.

- **Arturo Perez:** What is the current number of trains that you're running?
- **Mike Carman:** 40.
- **Tanya Wilder:** You're adding two more trains. Why haven't you done this sooner?
- **Mike Heffinger:** We're looking at the efficiencies and the time has come that we make this decision.
- **Tanya Wilder:** You said DeLand opened in August of 2024. What is the ridership? How's that after almost a years worth of analysis?
- **Mike Heffinger:** David, you have that number on our schedule you presented, right?
- **David Cooke:** We're seeing it daily somewhere between 190 to 200; some days it pops up just because of our leisure riders that are going out to downtown. The total ridership we have for the station for the month of July was 4,644. You look at it daily and that lot is full, not 100% full most of the time. I've been up there where you're riding around to find a spot to park. It's been good out of the DeLand Station. I don't think we're surprised. I think maybe some folks were a little surprised that there be that much turn out. It's been good and we have regular riders in those early morning trains. James, who works here, rides the train in from DeLand. It's been good and a little above where we thought it would be.
- **Tanya Wilder:** Is there additional cost operationally for those additional trains that are being proposed?
- **Mike Heffinger:** There will be no added cost operationally, but since they were already dead headed, that was assumed in a lump sum cost. Even if they stay there for four hours or one hour, Alstom has already been paid for essentially all these costs. There will be no increase in cost.
- **Chair Tanya Wilder:** The Local Funding Partners pay for the operations now and have taken over that responsibility. This is good that we're capitalizing on better efficiencies and more opportunities for riders. Too bad it wasn't done sooner.
- **David Cooke:** It makes those two trains revenue generating trains, so that's a good thing.
- **Tanya Wilder:** How much revenue do you anticipate getting from this additional schedule?
- **David Cooke:** It's still working within the same overall windows. We were discussing it whether we pick up maybe 100 per day on those trains. If you do that, doing the math, that's about 2,000 riders a month, depending on where they're going, what they would generate in revenue. Even if they generate a ballpark estimate of \$2.00, for each one you're probably looking at maybe \$10,000 a month extra, so \$120,000 a year by running those trains and that's a ballpark figure.
- **Mike Heffinger:** Tanya, that's a great question and we can track that when we first start. We have a report that comes out daily that shows every rider on every station to 220 on 240 off. We can track that, and I can get you that number when we start tracking those times.

- **Crissy Martin:** We were talking about needing more trains and now we're adding more service. So how does that train leasing and this additional service work? Do they intersect, do they not? If we have two more trains to run (even though they were dead head trains that were there) would that preclude us from having to lease like we are? I just didn't know if they work together hand in hand.
- **Mike Heffinger:** When we first started the DeLand service, our goal was to minimize any disruption. We were able to not change a single train time. We were able just by adding that DeLand service, but the result of that was we had these two trains that were dead headed. So, these trains are on the corridor and running north and south already. We haven't really added trains. They were the same trains that were going back and forth. I think you ask a good question there. In the future, if we want to increase our trains or need to look at those things, we really need to plan accordingly and look ahead.
- **David Cooke:** When we do the leasing, there's two parts to it. One was the question about weekend service and so we would need additional trains to be able to run weekend service. Second, we had talked about the potential while we take trains out of service for overhauls, would we be able to run that risk that we could lose potentially another train and might affect service overall. It's two different elements. One was the weekend service side of it and then the other was if we take a train out of service for an overhaul, that leaves us one down. We have 11 locomotives right now. We have eight in service each day. We have a ninth spare that's available. We have two that's in some form of maintenance all the time whether it's 92 or 184-day inspections. There's different inspection levels and things that are required for each of those locomotives.
- **Crissy Martin:** We're not going to have to lease more because we're using these two trains.
- **David Cooke:** That's correct.
- **Crissy Martin:** We wouldn't have been able to use these two trains to put in service, so we wouldn't have to lease?
- **David Cooke:** That's why they were already in service. They just weren't revenue generating trains at that time.
- **Arturo Perez:** Do you have the ridership numbers broken out by station? Specifically, for the Seminole County stations.
- **David Cooke:** Yes, we do. The alightings are available as well. We generally show the boardings, but for the alightings, we also have that information. I can provide that. Typically, we look at the boardings where they're getting on.
- **Sarah Larsen:** Do you have the projected revenue for the two new trains? Do you have any ideas yet on what it might be?
- **David Cooke:** That's what we were talking about. Depending on how many riders we have and what distance they're going, if you just assume a \$2.00 fare and we generated 50 passengers on each train, that's \$100.00 daily, \$500.00 weekly, and roughly \$2,000.00 monthly. So assuming we have additional riders at \$2.00, that would generate an additional \$8,000.00 monthly. It would be estimated to be somewhere in the \$100,000 range on an annual basis.

Committee Member Comments

- **Tanya Wilder:** Yesterday, we received information on locomotive leasing by email.
- **David Cooke:** Correct. However, keep in mind that I sent that information just to the five Local Funding Partners (four counties and the city of Orlando) and a few members of the Technical Advisory Committee (TAC) and not to the entire committee.
- **Tanya Wilder:** It's public information and I don't know if the TAC wants it. However, it goes along back to our conversation a few meetings ago about the presentation that Mike Carman gave on the option of leasing or buying extra locomotives because of the overhauls needed. I think it'd be prudent to go ahead and send it to the TAC. You can open up the presentation and view it at your leisure. We're just trying to be open and transparent with everyone.
- **David Cooke:** Ballpark for this group here today, it's about \$750,000.00 annually per train for a

three-year lease (three-year minimum). First trains are projected to be available in April to June of next year time frame for possible leasing. We only have one company that does this. Not saying we're going to do this, but if that is the direction we get from the Commission going forward, then we would have to go out for bids. Most likely we would only have one bidder. We must go through the sole source type situation. They do have three-to-five-year leases, and the lowest was \$750,000.00 annually.

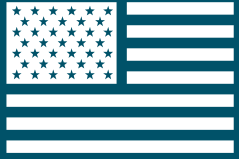
- **Tanya Wilder:** What's backing into that? When would you want to present this to the Board for them to decide, and then what's the time frame?
- **David Cooke:** We're currently going through those budget cycles and will be starting work on the 2027 budget cycle for the local government partners. We would need to potentially decide sooner than later. A lot depends on when those trains become available and if they're spoken for. Right now, they are not. I don't want to get too far out with making that decision because it's a big decision for the Commission and for the local government partners as well.
- **Tanya Wilder:** I think the local funding partners will need to anticipate what the additional cost is including what we currently pay for O&M.
- **Renzo Nastasi:** There's \$10 million in state of good repair. At a previous meeting, I asked for an inventory or ledger of the expenditures for the last four or five years. You've got \$10 million. Is it anticipated that that entire amount will be spent?
- **David Cooke:** Over some period and it's very specific on what it is to be spent on. Basically, on the vehicle overhauls, painting, body work, etc.
- **Renzo Nastasi:** That's the question. Essentially that \$10 million is already earmarked for certain activities. It is outside of the potential additional expenditure for a lease, right?
- **David Cooke:** Correct, but you could also use your 5337 and 5307 funds which is your grant funds from FTA that could also be applied to those leases. That would take those funds from other funds, but those grant funds would be available to use for leases. Whether you chose to try and use some of that state of good repair of the \$10 million that the Department provided, that would be a separate decision that could be made.
- **Renzo Nastasi:** I want to make sure that it was understood that the \$10 million basically had earmarks associated with it.
- **David Cooke:** It was set up at \$2 million a year over five years. Fortunately, the Commission gets the interest off that right now because we've made that full payment.
- **Renzo Nastasi:** It would be great to get that historical backup.
- **David Cooke:** Yes, and I remembered you had asked for that. I'll get that information pulled together for you.
- **Tanya Wilder:** When would this come to the CFCRC Board for a vote?
- **David Cooke:** We haven't made that determination yet, so I think there's more conversations with the funding partners on what direction we need to go with that. In other words, not going to make that decision in a vacuum.
- **Tanya Wilder:** Did the Department look into what it would cost to purchase the extra vehicles needed?
- **David Cooke:** The issue with buying was just the time frame too. If you were to purchase a locomotive, I think four to five years before you'd be able to get one. The timing was another part of that equation.
- **Tanya Wilder:** If we could add to the agenda on a regular basis Marketing Updates and have them as part of the conversation instead of sitting in the back of the room and listening.
- **David Cooke:** Absolutely.
- **Tanya Wilder:** Also, could we get an update on what is happening with the Sunshine Corridor PD&E Study?
- **David Cooke:** More information to come on that. I know our Central office team is engaged on that. I haven't had an update myself recently, but I will be happy to check into that.
- **Tanya Wilder:** I understood the larger picture in the full expansion of SunRail and I'm becoming

educated on what the process is. So, it is with the Central Office currently, correct?

- **David Cooke:** Correct.
- **Tanya Wilder:** So now we're moving forward on the PD&E Study?
- **David Cooke:** We had canceled the actual procurement that we have within the District. Now Central Office is taking the lead on that.
- **David Cooke:** I'll try and get some more information too on how they're moving forward with that. I have not been told about the next steps.
- **Tanya Wilder:** So District 5 was who canceled the procurement?
- **David Cooke:** Yes, that was for the PD&E study consultant that we had advertised. We pulled that back in to do that work through our Central Office team.
- **Tanya Wilder:** To do that work on something else?
- **David Cooke:** No, to do the Sunshine Corridor PD&E.
- **Tanya Wilder:** Now the Central Office is going to be releasing the advertisement?
- **David Cooke:** That's what I need to follow up on. Whether or not there will be another procurement or if they're going to use some of their in-house contracts to complete that work.
- **Crissy Martin:** I just want to go on record. It's been a while, so the local funding partners each made a commitment which was a lot for us to ask for \$500,000.00 to move forward with the PD&E. Everything was set in place with the PD&E through FDOT District 5 office. We had a good relationship. Everything was going forward and in good faith. Everyone put that \$500,000.00 in and then it was switched to Central Office. I don't know who made that decision. I know it's happened before that it goes to Central Office at a certain point. You would have thought Central Office would have known prior to a full RFP going out.
- **David Cooke:** This is like what we had done previously as well with some of these projects to bring in. I'll say a greater amount of experience with the FTA grant process too.
- **Crissy Martin:** It's been six months delayed and so I worry that if we don't have any answers right now, we must go find them. We're looking at it not even being started by the end of the year, and that's a problem. I just would like to go on record saying that.
- **Tanya Wilder:** Along those lines, we all must be responsible with our monies, and we made that commitment. Our boss is very focused on making this happen. We had the momentum, and we want to keep that momentum. We want to continue to get a return on the money that we've invested. I don't know if there's a designated PM here, or at D5, that's coordinating with the Central Office. We have no updates to give to our boss and that's kind of embarrassing. It's important for the community that we reengage or get some updates.
- **Jennifer Stults:** I just wanted to introduce myself, my name is Jennifer Stults. I'm not officially here yet but will be named as the new TAC representative for Osceola County.
- **Tanya Wilder:** Welcome to the group. I know you come from a long distance. We had asked if we could have these meetings virtually, and it was said no. So, we can't unfortunately, sorry.
- **Tanya Wilder:** The next meeting is October 8, 2025 at LYNX. We'll be at the SunRail Board Meeting in two weeks.

Next meeting is scheduled for October 8, 2025, at 2:00 p.m., Lynx Central Station, Administration Building, Open Space Room

Meeting adjourned at 2:33 p.m.



PLEDGE OF ALLEGIANCE

(Please Stand)

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

TITLE VI



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

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

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

ROGER MASTEN

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ALDRIN SANDERS (interim)

State Title VI Coordinator

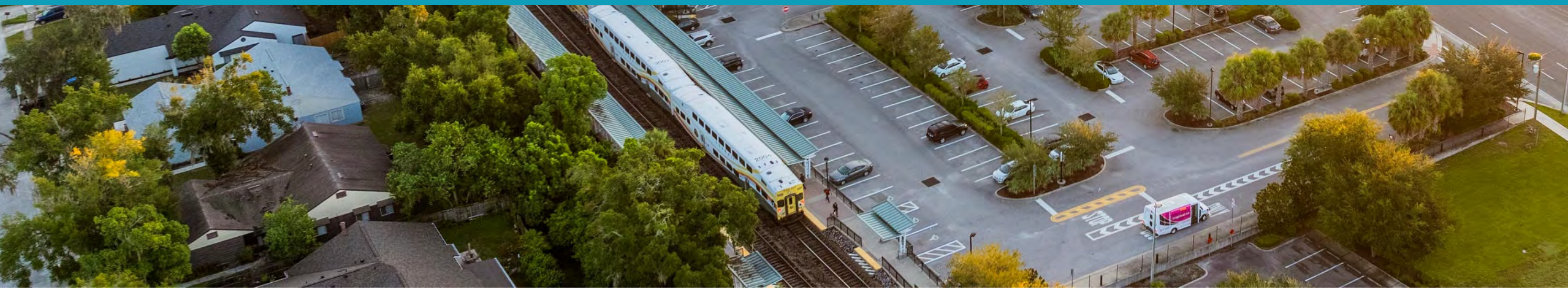
605 Suwannee Street, MS65

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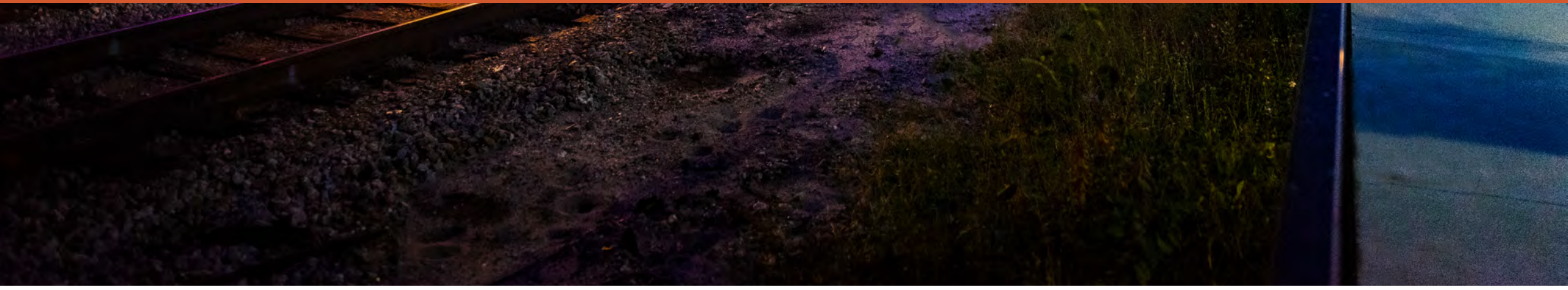
W E L C O M E





CHAIR'S REPORT

TANYA WILDER - CITY OF ORLANDO





APPROVAL

ADOPTION OF AUGUST 13 & SEPTEMBER 10, 2025 MEETING MINUTES





PUBLIC COMMENTS





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

DAVID COOKE





RAIL SAFETY WEEK SUCCESS

See Tracks? Think Train! raised awareness about what not to do around railroad tracks

- Emphasized pedestrian, driver, and commercial vehicle safety
- 28 total social media posts on SunRail's platforms with over 24,222 impressions
- Highlighted our strong partnership with local law enforcement agencies across four counties
 - Traffic Contacts: 380
 - Warnings: 141
 - Citations: 239





CORPORATE ENGAGEMENT

Corporate outreach events drive ridership through commuter benefits

- Information sessions about cost savings, reduced stress, and increased productivity
- Introduce SunRail schedules, station locations, ticket options, and employer programs
- Step-by-step guidance on how to get started and accessing resources to maximize savings





SENIORS ON SUNRAIL

SunRail connects local seniors with a fun and safe way to travel

- 100 senior citizens group ride on SunRail
- Traveled from Altamonte Springs to Kissimmee for lunch and shopping
- Shared testimonials about how convenient, accessible, and enjoyable SunRail is for their community

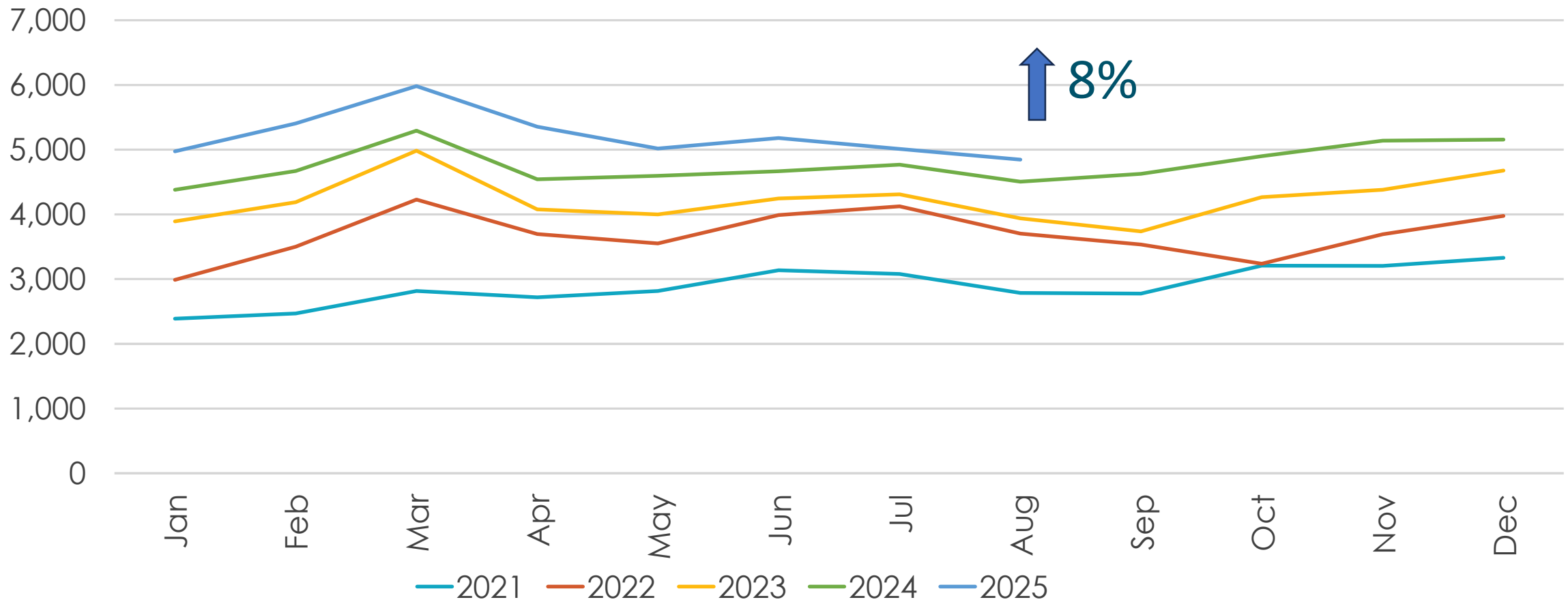


Apopka Progressive Seniors Club members ride SunRail to Kissimmee



AVERAGE DAILY RIDERSHIP

August 2025 Average – 4,845





ON-TIME PERFORMANCE

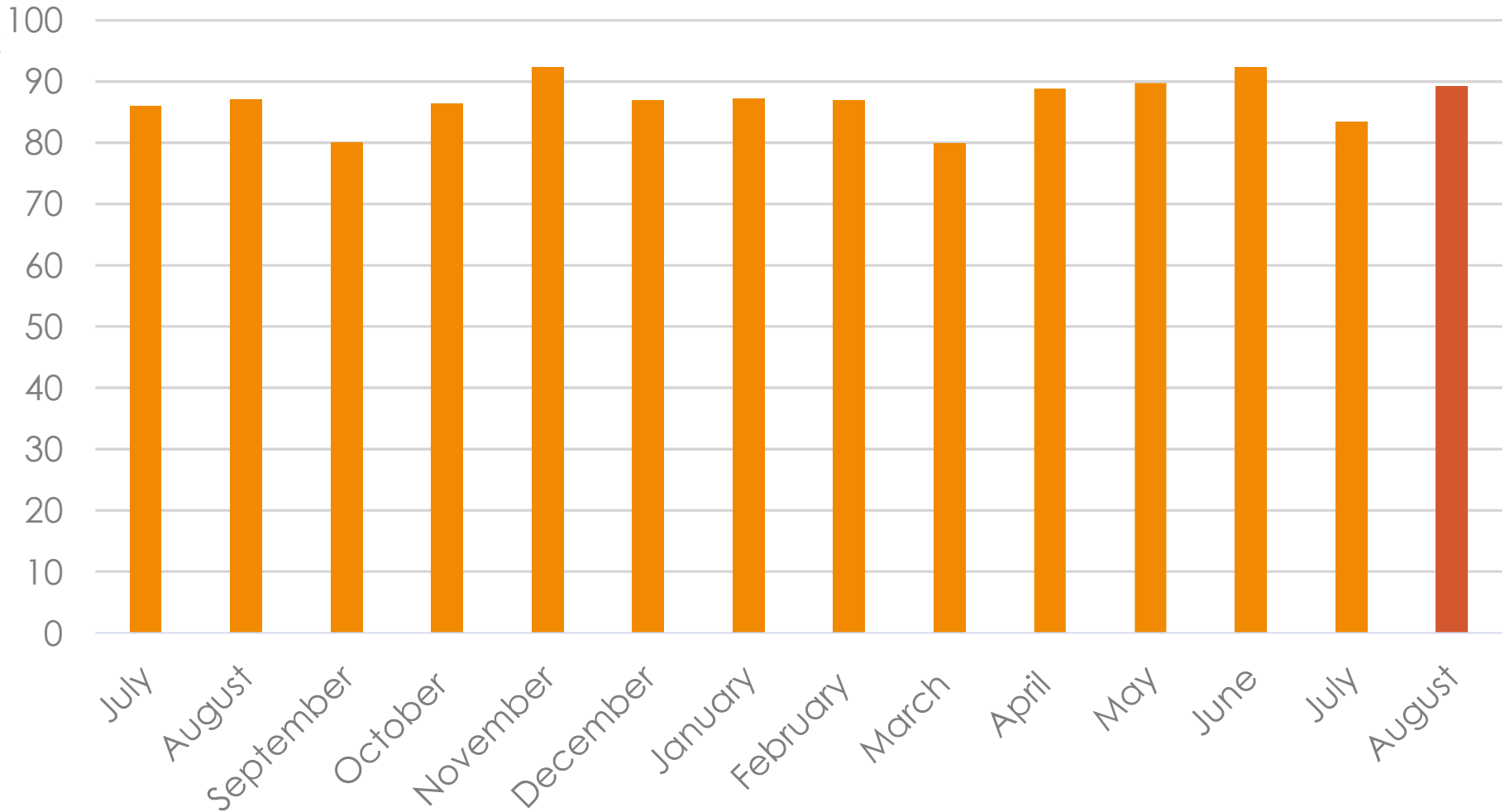
AUGUST 2025

CONTRACT GOAL = 95%

CONTRACT = 97.98%

ACTUAL = 89.29%

- 21 Operating Days
- Ran 840 Trains

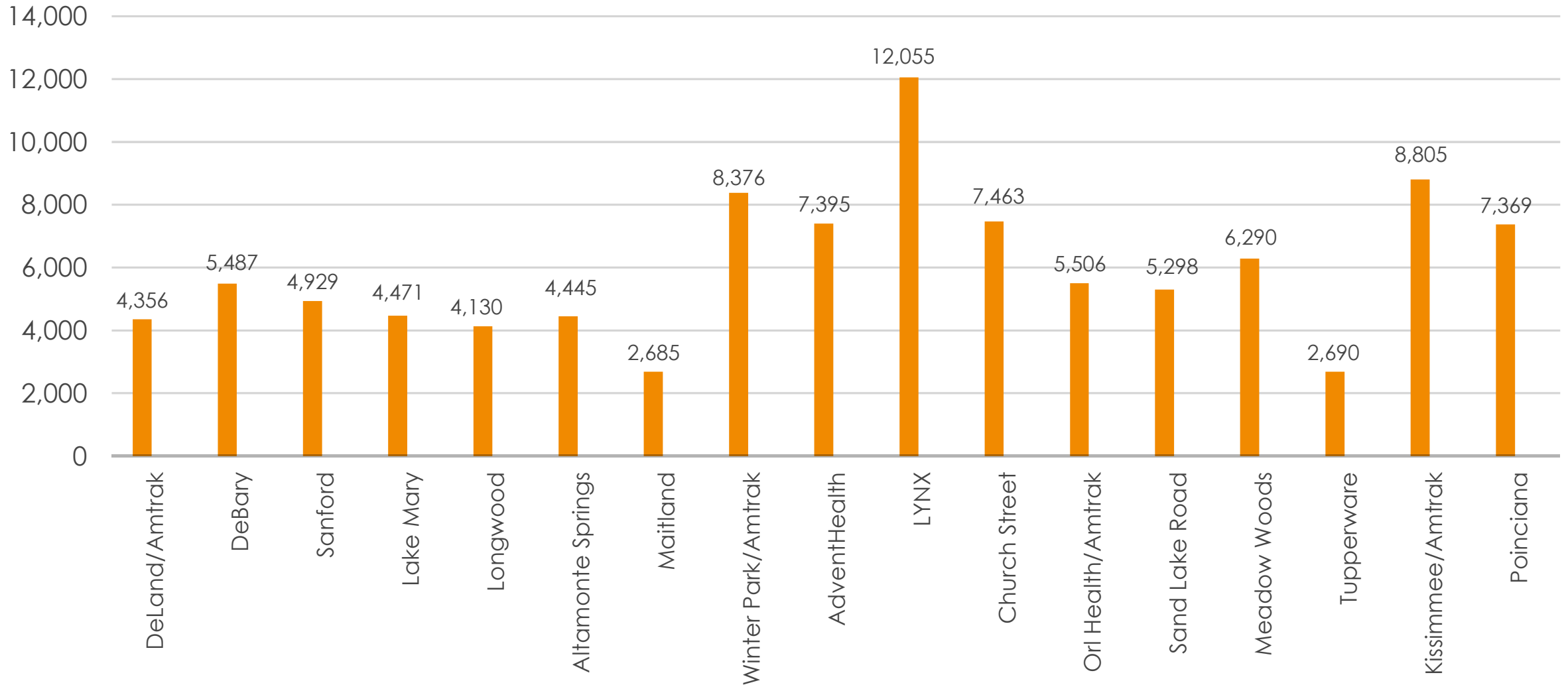




BOARDING BY STATION

RIDERSHIP AUGUST 2025

Total Ridership = 101,750





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	22	21		21
Sanford	288	289	259	277	305	298	295	275	268	259	271		280
Lake Mary	86	90	74	69	80	79	84	74	79	74	79		79
Longwood	75	79	68	75	97	82	96	79	78	71	78		80
Altamonte Springs	151	170	139	140	173	168	170	167	154	150	169		159
Maitland	18	18	14	13	10	8	12	12	15	16	18		14
Winter Park/Amtrak	357	360	271	306	280	263	326	332	341	334	374		322
AdventHealth	301	295	300	300	323	280	296	318	324	328	316		307
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	42	44	42	35	41	42	42	39	39	42	31		40
Sand Lake Road	439	490	455	458	494	492	511	490	479	458	441		473
Meadow Woods	104	107	95	89	111	113	93	85	84	90	83		96
Tupperware	16	15	12	0	0	0	0	0	0	0	0		4
Kissimmee Intermodal													
Poinciana	7	7	6	5	8	7	9	13	10	10	10		8
Total - All Stations	1,884	1,964	1,735	1,767	1,922	1,832	1,934	1,884	1,871	1,832	1,870		1,863
Percent change from FY 24 to FY 25	8%	13%	3%	2%	3%	-1%	6%	-2%	5%	1%	-3%		3%



LYNX CONNECTIVITY

LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	August		Change	% Change
	FY24	FY25***		
18	21,394	17,298	(4,096)	-19%
418	5,045	5,324	279	6%
155**	856	0	(856)	-100%
306	2,321	2,108	(213)	-9%
604/804*	186	431	245	132%
831	1,007	1,331	324	32%

* 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

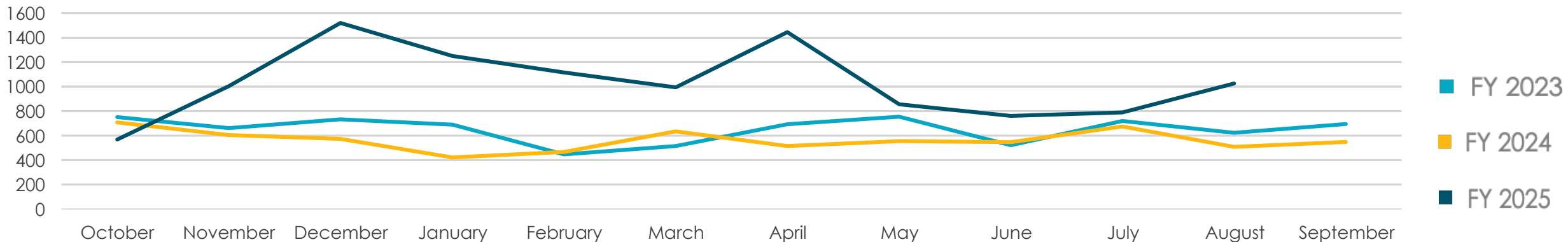
LINK	Average Daily Boardings		Change	% Change
	Aug-24	Aug-25		
11, 42, 111/311	89	117	28	31%



VOTRAN CONNECTIVITY - DEBARY

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	23	21		234
Total Monthly Ridership	568	1,005	1,521	1,250	1,116	995	1,445	856	761	790	1,027		11,334
Avg Daily Ridership	26	50	72	57	56	47	66	41	36	35	49		49



Note: SunRail service was suspended 10/8/24 through 10/11/24 due to Hurricane Milton and Votran Service was suspended 10/10/24.

YTD: 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	23	21		234
Total Monthly Ridership- DeBary	11	13	21	20	17	8	20	28	46	86	99		369
Total Monthly Ridership- DeLand	93	166	249	204	198	180	133	168	235	203	168		1,997
Total Monthly Ridership- Both Stations	104	179	270	224	215	188	153	196	281	289	267		2,366
Avg Daily Ridership	5	9	13	10	11	9	7	9	13	13	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.



VOTRAN CONNECTIVITY - DELAND

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	23	21		233
Total Monthly Ridership	341	403	314	403	434	410	548	482	475	428	488		4,726
Avg Daily Ridership	16	20	15	18	22	20	25	23	23	19	24		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.



COMMITTEE MEMBER COMMENTS





NEXT MEETING

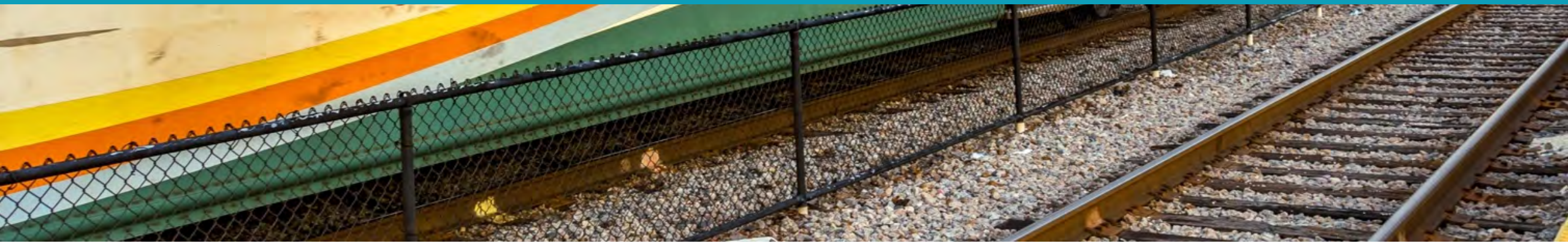
NOVEMBER 12, 2025, 2:00 PM

LYNX CENTRAL STATION
ADMINISTRATION BUILDING





SUPPORTING CHARTS AND DATA



FY 24/25 OPERATING
BUDGET UPDATE

OPERATING COSTS, AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 25/26 YTD Aug 31st, 2025	
		BUDGET	ACTUAL
Alstom - Operations	\$15,213,884	\$2,535,647	\$2,382,313
Alstom - Maintenance	\$17,331,500	\$2,888,583	\$2,888,583
Alstom - Incentive/disincentive	\$1,581,280	\$263,547	\$158,881
moovel Fare Collection O&M	\$1,240,000	\$206,667	\$0
Herzog - Signal Maintenance of Way	\$4,107,700	\$684,617	\$657,461
WiFi and APC O&M, Cellular for Comms	\$257,072	\$42,845	\$42,845
Fleet Management Witronix O&M	\$120,000	\$20,000	\$6,482
Green's Energy - Fuel	\$2,800,000	\$466,667	\$573,030
Gallagher - Insurance	\$5,000,000	\$833,333	\$0
Amtrak/Alstom/Herzog - Preventative Maintenance	\$3,180,000	\$530,000	\$375,463
Alstom/Amtrak SOGR Heavy vehicle Maintenance	\$2,600,000	\$433,333	\$209,298
Banking, Merchant, and Armored Car Services	\$165,540	\$27,590	\$22,295
Station and Onboard Security	\$1,380,000	\$230,000	\$224,986
PTC O&M (Herzog & Alstom)	\$5,898,356	\$983,059	\$1,727,882
Subtotal - System operating costs	\$60,875,332	\$10,145,889	\$9,269,519
Consultant Support	\$10,985,343	\$1,830,891	\$1,795,985
TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT	\$80,432,659	\$11,976,779	\$11,065,504

FY 24/25 OPERATING
BUDGET UPDATE

OPERATING REVENUE

ANNUAL
BUDGETFISCAL 25/26 YTD
Aug 31st, 2025

BUDGET

ACTUAL

Farebox revenue	\$2,028,122	\$338,020	\$369,638
CSX usage fees	\$3,043,040	\$507,173	\$678,350
Amtrak usage fees	\$1,359,847	\$226,641	\$216,637
FCEN usage fees	\$25,996	\$4,333	\$0
Right-of-way lease revenue	\$159,600	\$26,600	\$2,997
Ancillary revenue	\$614,947	\$102,491	\$25,845
<i>Subtotal - System revenue</i>	\$7,231,553	\$1,205,259	\$1,293,467
FTA §5307 - Urbanized Area Grant Funds	\$7,145,790	\$7,145,790	\$7,145,790
FDOT PTC Contribution	\$4,600,000	\$4,600,000	\$4,600,000
FTA 5337 - State of Good Repair	\$4,755,500	\$4,755,500	\$4,755,500
TOTAL OPERATING REVENUE	\$23,732,843	\$17,706,549	\$17,794,757

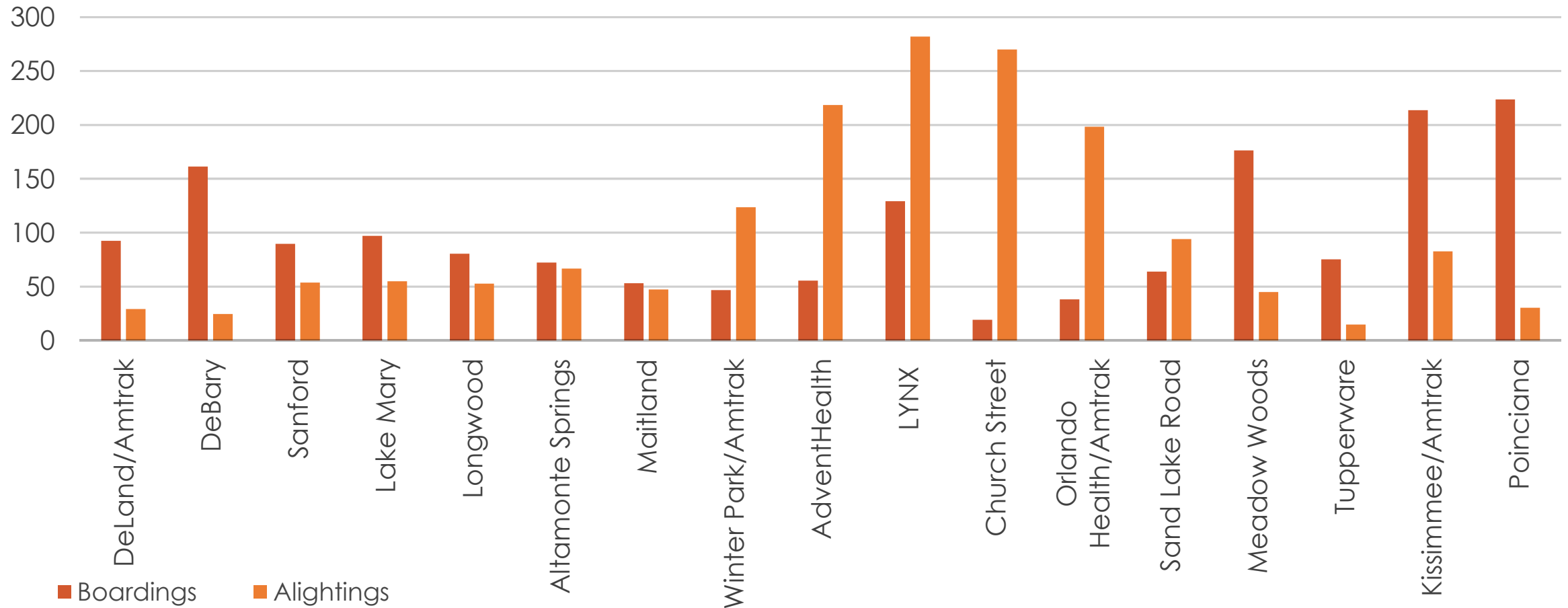




BOARDINGS & ALIGHTINGS

AUGUST 2025

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

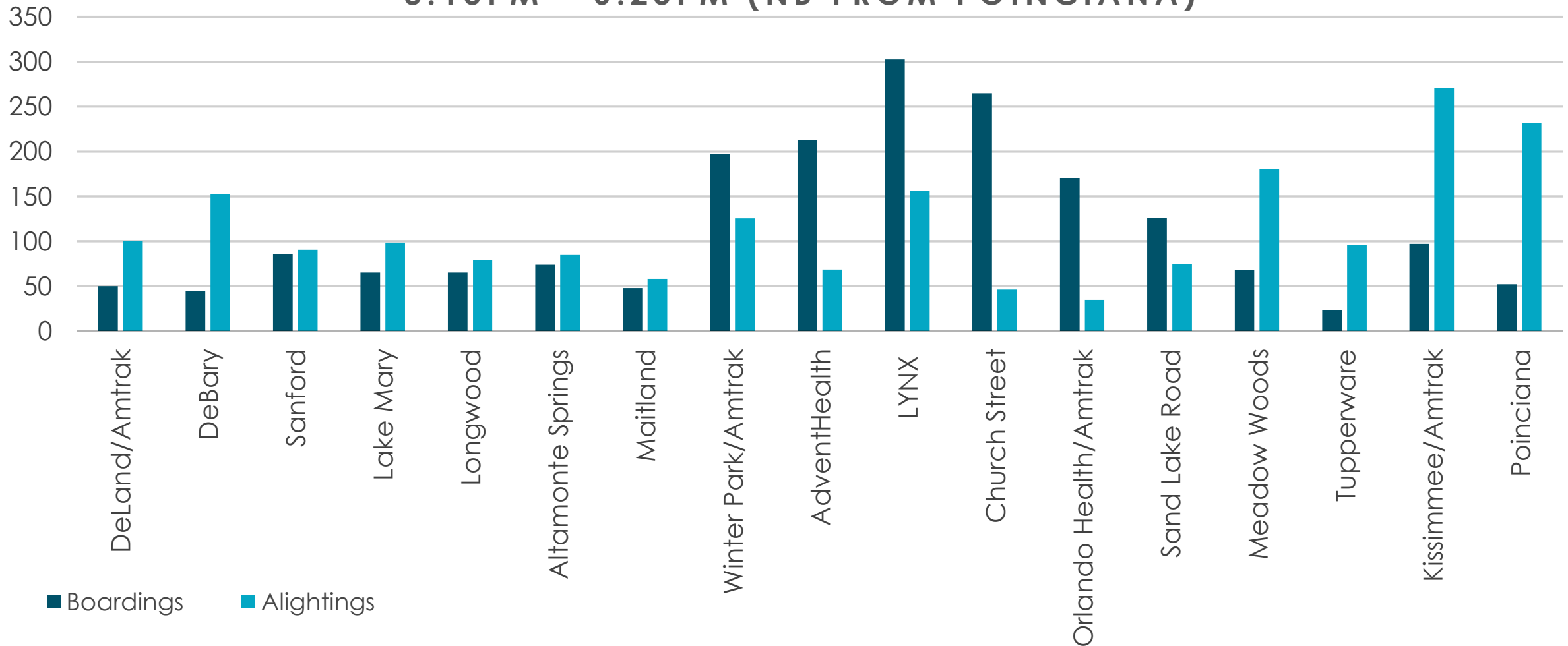




BOARDINGS & ALIGHTINGS

AUGUST 2025

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

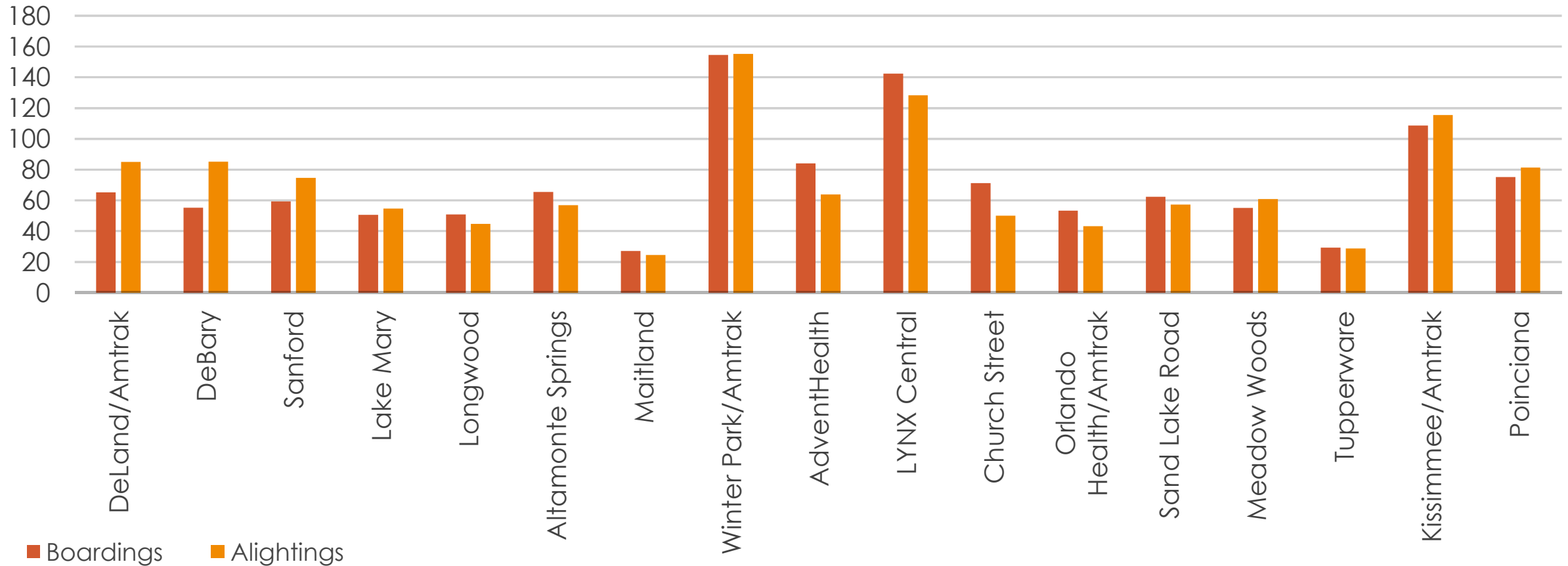




BOARDINGS & ALIGHTINGS

AUGUST 2025

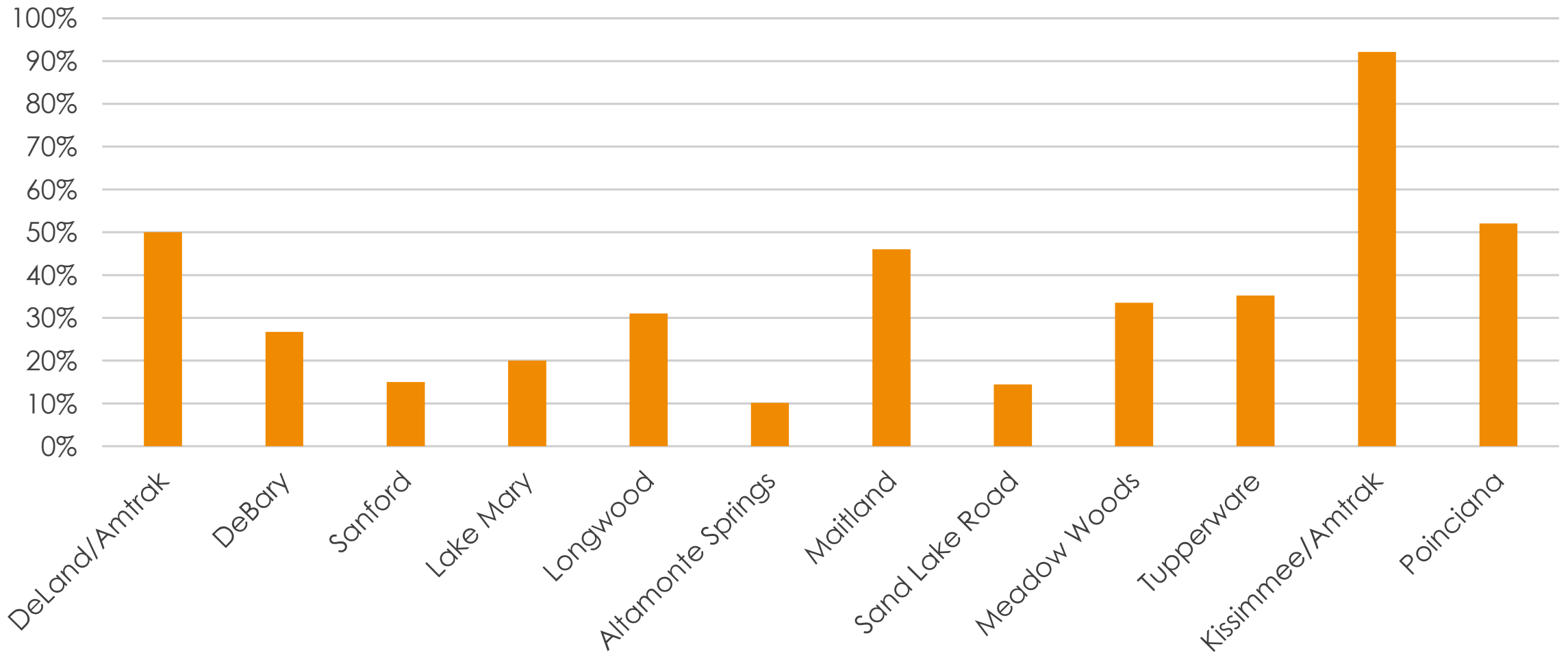
OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)





STATION PARKING

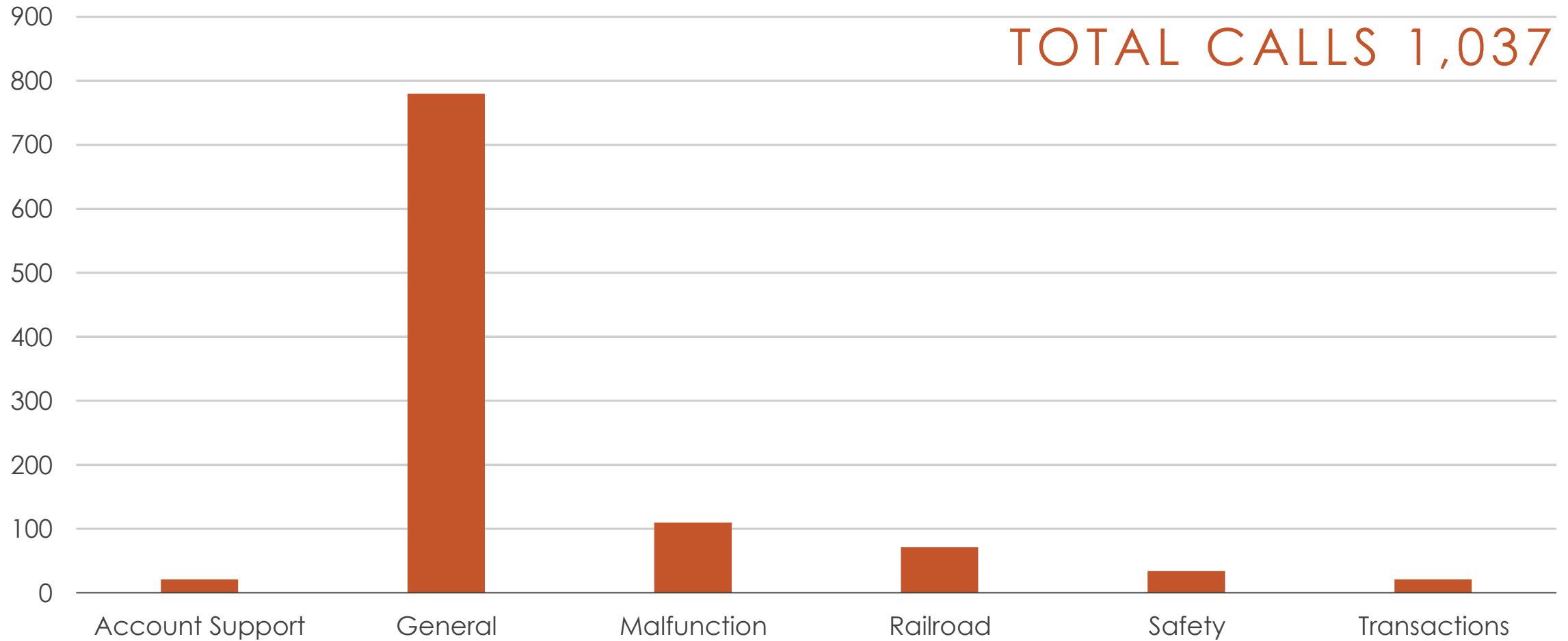
AUGUST 2025





CUSTOMER SERVICE CALLS

AUGUST 2025





TRAIN PERFORMANCE DETAIL

AUGUST 2025

TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	750	89.3%
Late	87	10.4%
Annulled	3	0.4%
Total Trains Operated	840	100.0%

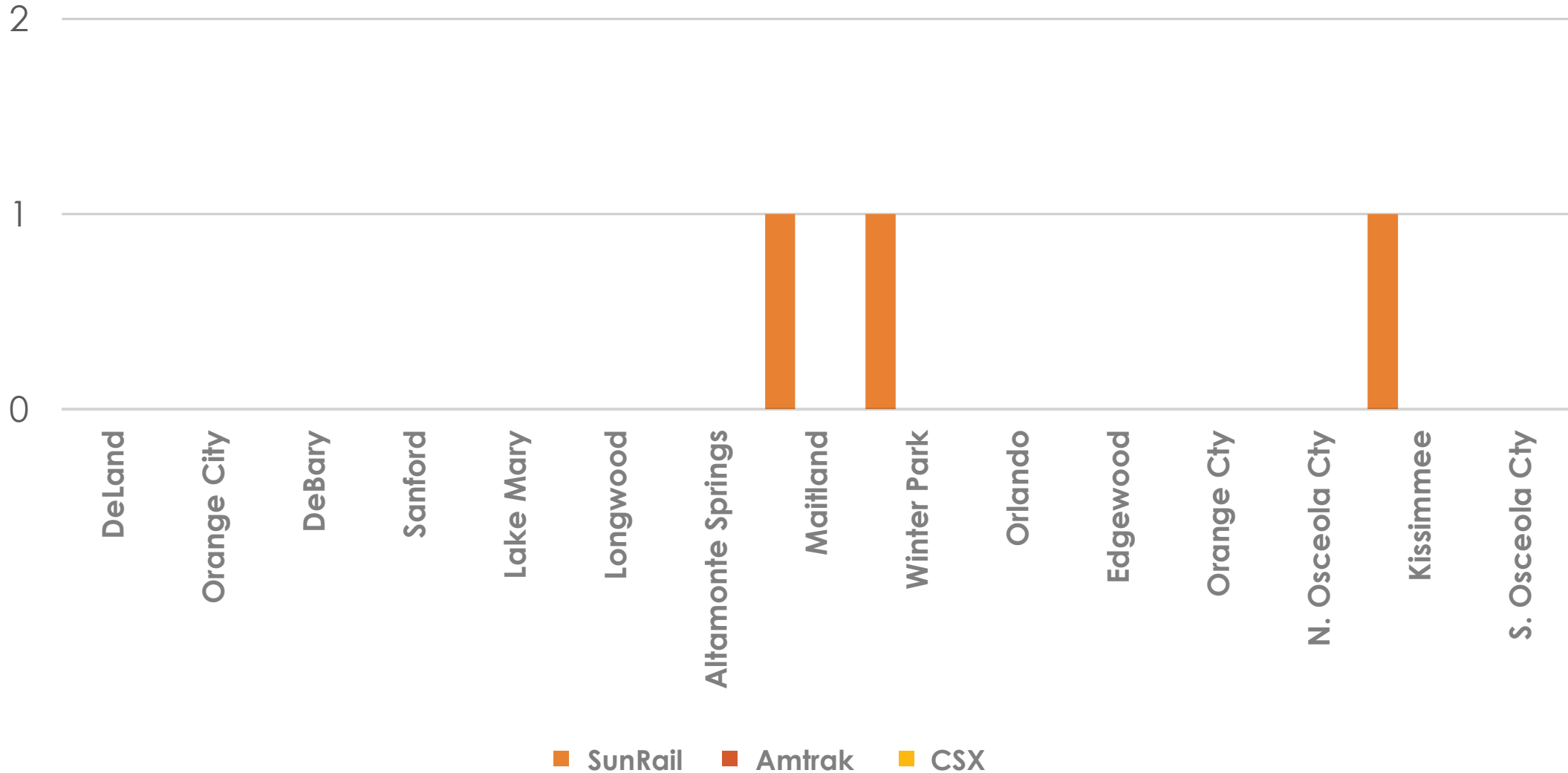
PERFORMANCE DETAIL	Days	Trains	Percentage
Maintenance of Way	2	3	0.4%
Mechanical	5	15	1.8%
Other	7	12	1.4%
Passengers	3	4	0.5%
Police Activity	1	1	0.1%
Signals & Components	10	23	2.7%
Train Interference	8	11	1.3%
Trespasser/Grade Crossing/Near Misses	5	21	2.5%
Total (Rounded)		90	10.7%

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



REVENUE INCIDENTS BY CITY/COUNTY

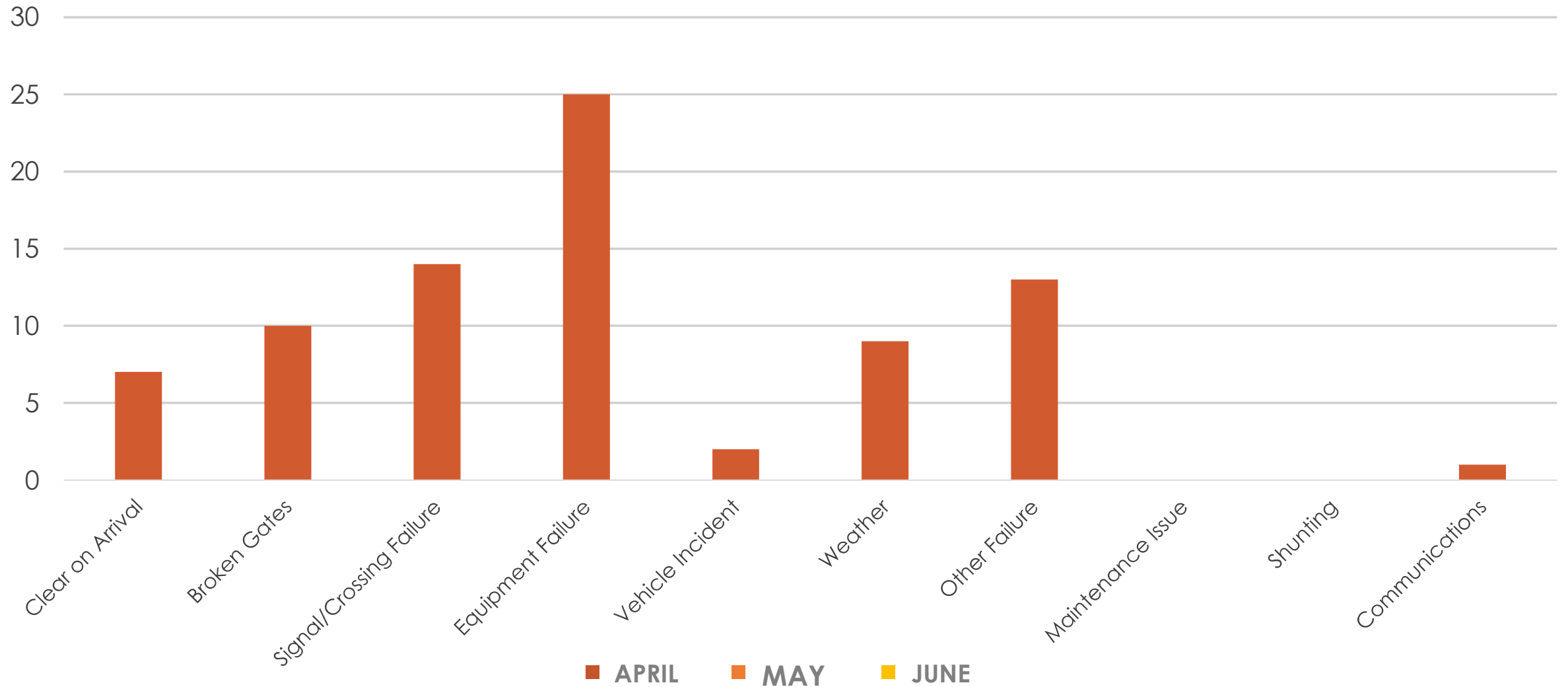
AUGUST 2025





CFCRC SIGNAL SYSTEM INCIDENTS

AUGUST 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
City of DeBary	Awaiting Establishment

Local communities may apply for quiet zones and information is available on the “About” page at SunRail.com





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

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