



# CENTRAL FLORIDA COMMUTER RAIL COMMISSION

☆☆☆ JUNE 25, 2026





## Central Florida Commuter Rail Commission

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**Date:** June 25, 2026  
**Time:** 1:30 p.m.  
**Location:** LYNX Central Station  
455 N. Garland Ave., 2<sup>nd</sup> Floor Board Room  
Orlando, Florida 32801

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### ***PLEASE SILENCE CELL PHONES***

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- I. Call to Order and Pledge of Allegiance**
- II. Announcements/Recognition**
- III. Confirmation of Quorum**
- IV. Approvals**
  - Adoption of April 23, 2026, CFCRC Board Meeting Minutes
- V. Public Comments**
  - *Those joining in person will be permitted to approach the podium in the LYNX Board Room and speak for up to 3 minutes.*
- VI. Reports**
  - Agency Update - SunRail Rail Administration Manager – David Cooke
  - Connectivity
    - LYNX Update – Carl Weckenmann
    - Votran Update – Bobbie King



## Central Florida Commuter Rail Commission

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### VII. Action Items

- Approval of Locally Funded Agreement (LFA) – 2<sup>nd</sup> Amendment  
Stephanie Griffin-Mateo, Kaplan Kirsch
- Approval of 1<sup>st</sup> Amendment to SunRail Attorney Services Agreement  
Michelle Rhoades, City of Orlando
- Ratification of CAC Member
  - Jarod Ruiz – Osceola County

### VIII. Other Business

- Next Meeting – July 23, 2026

### 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 Mr. Roger Masten, FDOT/SunRail Title VI Coordinator, 801 SunRail Drive, Sanford, FL 32771, by phone at 321-257-7161, or by email at [roger.masten@dot.state.fl.us](mailto:roger.masten@dot.state.fl.us) at least three business days prior to the event.*

# Central Florida Commuter Rail Commission Meeting

April 23, 2026  
1:30 p.m.  
LYNX Admin. Building  
455 North Garland Ave.  
Orlando, FL 32801

## Attendees:

Chair, Orlando Mayor Buddy Dyer	Board Member, Volusia County Council Member Jake Johansson
Vice Chair, Orange County Mayor Jerry Demings	Board Member, Seminole County Commissioner Amy Lockhart
Secretary, Osceola County Commissioner Viviana Janer	

## Minutes

<b>The meeting was called to order by Chair Buddy Dyer at 1:30 PM</b>	
<b>Pledge of Allegiance and Confirmation of Quorum</b>	
<b>Approvals:</b> Adoption of the meeting minutes from March 26, 2026 – passed unanimously.	<b>Presenter:</b> Chair Dyer
<b>Public Comments:</b> <ul style="list-style-type: none"> <li><i>Joanne Counelis, Lake Mary, FL 32746:</i> We need 24-hour train service, including holidays, weekends, and nighttime please, so no one would be stranded. Also, I have been in Special Olympics for 45 years (swimming, walking, and bowling) and tomorrow's my birthday. I'll be 74 years young.</li> <li><i>Chair Buddy Dyer:</i> Happy birthday, Joanne. Since it's your birthday tomorrow, we're going to hear some reports.</li> </ul>	<b>Presenter:</b> Chair Dyer
<b>Agenda Item:</b> Reports – Technical Advisory Committee <ul style="list-style-type: none"> <li>It's a very short report because we did not have a TAC meeting during this time. There's no update, but hopefully at the next meeting.</li> </ul>	<b>Presenter:</b> Crissy Martin
<b>Agenda Item: Reports</b> – Customer Advisory Committee <ul style="list-style-type: none"> <li>Joanne, just to let you know, my birthday was on Tuesday, so we share the same week. Happy birthday to you and all of us, and I'm sticking at 39.</li> <li>The Customer Advisory Committee met on April 2<sup>nd</sup>, and we had a quorum. It was a good meeting with agency updates from FDOT, reports from LYNX and Votran, and also received a marketing update from Mark Calvert with Evolve.</li> <li>We're very excited seeing the ridership numbers for March. With \$4.00 a gallon for gas, there's an incentive to take SunRail.</li> </ul>	<b>Presenter:</b> Luis Nieves-Ruiz

**Agenda Item:** Reports – Agency Update

**Presenter:** David Cooke

- March was a strong month for SunRail with 136,754 riders, our highest March in more than five years.
- Our average daily ridership reached 6,216 riders, and that was helped by spring break and major events like the Winter Park Sidewalk Art Festival, which drew 11,725 riders that day.
- We continue to see higher ridership on the late evening trains, especially on the Magic game nights, which exceeded 700 riders this month. So overall, we're seeing strong community engagement across the system.
- Our group ridership is up 39% this year.
- In March, we had 18 group events with 1,428 riders, including our first 400 passenger group ride who went to the Winter Park Sidewalk Art Festival.
- We provided safety presentations to over 100 children and adults last month.
- Our average daily ridership, as you can see from our graph, exceeds our previous years, which was the 6,216 riders.
- Our on-time performance for the month was at 88.64%.

**Agenda Item:** Reports – Lynx Connectivity

**Presenter:** Carl Weckenmann

- Phase 1 Routes – We saw some significant increases at all Phase 1 stations, but some of this is due to how customers have moved around due to the changes in Seminole County. If we remove the effects of those, Lynx was up 8% from March 2025 to March 2026.
- Phase 2 South Routes – Many of these routes showed decline in ridership of varying degrees in the month of March compared to the prior year. Some of that is we generally had a little bit of a decline system-wide year over year, and largely because March 2025 was one of our better months. We have a fairly tough comparison now with some of these year over year.
- Sand Lake to Airport – We carry a little over 100 people a day on our three routes from the SunRail Sand Lake Station to the Orlando International Airport (OIA). So that's about 8 to 10% of the ridership that we take to the airport every day.
- **Amy Lockhart:** Of the 1,071 people that were at the Altamonte Springs Station, do we know how many of those were there because of the Super Stop move and how many wound up getting on a SunRail train?
- The vast majority of those are due to the Super Stop move. You can see October to December when we were in the range of 149 to 150, that is most likely continuing in terms of bus to rail transfer with the balance of that being due to the Super Stop move, buses 436 north and south to one another and Link 102. That 1,000-person daily ridership is consistent with what we once saw at Fern Park, which was the old location of that transfer point.
- **Amy Lockhart:** One of our hopes in making that move is that by moving that Super Stop from 17-92, which is many miles away from the SunRail station in Altamonte Springs, we would pick up some SunRail ridership and activity by co-locating those. So how will we know if there has been any net gain of riders for SunRail by that move?
- We will look at the three routes. We know the SunRail transfers onto our vehicles. What we don't know is the transfers off our vehicles, but we can at least get half of that equation and compare year over year on that for you by the next meeting.
- **Amy Lockhart:** That'd be great. If there's any way to break out that data, that'd be fantastic.
- Yes, we'll do what we can.
- **Amy Lockhart:** Thank you.

**Agenda Item:** Reports – Votran Connectivity

**Presenter:** Bobbie King

- Bus Service at DeBary Station – We're holding steady with some good numbers again this last month.
- VoRide Connectivity – This is for both stations. Continuing to see increases each month, primarily due to this being the only service we have at the DeLand Station, which is increasing steadily and going very well.

- Hopefully, I can present a very brief, succinct, not ten-year summary to the Commission today of our recommendations coming out of the transition work session. Each of you on the Commission should have received a summary report of our recommendations coming out of that work session that detailed the recommendations we were making with respect to the governance structure of the CFCRC as it transitions from an advisory board to an operating entity. Those recommendations were with a view toward regulatory compliance, ensuring that overall legal compliance was achieved in best governance practices, leveraging our experience with other multi-jurisdictional transit operators. At a high level, we can touch on kind of where we started and where we ended up with final recommendations for that structure.
- One of the inputs that we considered in making the recommendations in our summary report was the 2024 WSP report, which had a fairly robust organizational structure that was set forth as part of the operational provisions that would need to be made for the Commission to become operational and transfer over essentially staffing to a third-party operator, and at the time LYNX was designated as an option. The organizational structure on the slide right now comes directly from the WSP report, contains about 40 plus positions in blue that were potential third-party operator employees for a robust system operation and then roughly 15 positions in green that were designated to potentially be contracted to third parties or held within the selected operator.
- Out of that very robust organizational chart, the WSP report identified roughly nine core positions that would need to be new positions responsive to the transition into operations from FDOT to CFCRC. Again, with these positions potentially being housed at a third-party operator and then leveraging that third-party operator's existing staff to cover about 1.5 full-time employee duties spread amongst the staff of that organization. Key here are the executive positions and the safety and security positions. From our perspective, reviewing this for legal compliance, those are the positions that federal regulators are going to look at to ensure that CFCRC is achieving core competencies. We particularly focused on the top-line executive staffing, which is three, and the two safety and security positions in our review of these recommendations and a robust governance structure that could meet legal and compliance recommendations.
- Out of that review, we proposed some structural adjustments to a very lean staffing organizational picture that could be mapped onto any transition and expanded or contracted as the CFCRC's needs evolve, as it becomes an operator. The top change in recommendations is to take those core executive positions we mentioned, identified in blue on the organizational chart on the slide, and have them report directly to the board with the other positions in green being contracted to a third-party operator or consultant. There are many options for those green positions, but really starting with that frontline executive staff reporting directly to the board to give the board the core regulatory competencies we believe FTA would want to see as it transitions over to being a rail operator, as well as to institute some very clear lines of governance for the board and the Commission as a whole. We propose starting with the executive director and having that position be a priority for pursuing and onboarding as that would be the top-line executive leadership that could then propose recommendations for additional downline staffing and any adjustments from an operational perspective that would be useful to this proposed structure. There are also key factors here that depending on candidates for these roles could be consolidated given a certain skill set of a potential employee that would fulfill those roles. We did some initial validation of how this structure could be implemented to ensure that it was a practical solution and not just a legal solution that we were proposing for the commission. More vetting, we will flag, would need to be done from an administrative perspective if and when the Commission decides to pursue the staffing structure. There are, core operational practical realities that come into play with the direct staffing that would need to be aligned. Overall, we looked at the option of having these top-line executive staff who would support the Commission and be cited in the local partners. There were some challenges with that. We considered a few other options but ultimately came down to a secondary recommendation of considering using a PEO or Professional Employer Organization

to initially house the top line executive staffing as we work through transition. That recommendation was validated with some of the jurisdictions that have made an outside hiring path in the past for executives, and it was noted to work well, so we included that in our recommendations as well.

- **Chair Buddy Dyer:** Do we have the ability to, at least the ones that are working directly for the board, to enter into the Florida Retirement System (FRS)?
- No, and that's the challenge at present. I think we would need to build out. We don't have the administrative capacity at this point to consider and administer that. If they were placed in a third-party PEO, there would be some gaps to bridge there. I would defer to the recommendations of Human Resources (HR) staffing. I'm looking at this from a legal perspective, but I think one of the core challenges that we were trying to overcome was what that benefits package could look like if it could include FRS. There's potential if we build out the CFCRC to have those executives participate in FRS. Right now, because we don't have that administrative infrastructure, there's really no way to access it.
- **Chair Buddy Dyer:** It just widens the pool of potential employees when you have that opportunity.
- That's correct. I think we could have that opportunity at some point, but because of the lack of infrastructure for administering FRS, we wouldn't have it in this initial scenario.
- **Amy Lockhart:** Doesn't mean that we wouldn't be able to provide benefits that would include retirement. It would just be access to the FRS system is that what you're saying?
- That's correct.

**Agenda Item:** Board Member Comments

- None.

**Next Meeting:** May 28, 2026, at 1:30 PM, Lynx Central Station Admin. Building

Meeting Adjourned at 1:50 PM

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**LOCALLY FUNDED AGREEMENT**  
**SUPPLEMENTAL AMENDMENT NUMBER 2**  
**EXECUTION DATE: \_\_\_\_\_**

<b>Agency: COMMISSION</b> <b>Vendor No: 61-2212001</b>	<b>Fund: LF</b> <b>Revised Contract Amount:</b> <b>\$66,769,954</b>	<b>Financial Management No.:</b> <b>Various Project Specific</b> <b>listed on Exhibit "D"</b>
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This Supplemental Amendment Number 2 ("Amendment No. 02") to the Locally Funded Agreement for Continued SunRail Operations and Maintenance ("Agreement") executed on December 16, 2024, between the CENTRAL FLORIDA COMMUTER RAIL COMMISSION (hereinafter referred to as the "COMMISSION") and the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (hereinafter the "DEPARTMENT," collectively with the COMMISSION, , the "Parties," and each, a "Party") hereby amends the Agreement as follows:

**WITNESSETH:**

**WHEREAS**, the Parties entered into the Agreement in compliance with the Interlocal Agreements and Operations Phasing Agreement<sup>1</sup> to provide for continued funding of SunRail during the transition of financial and operational responsibility of SunRail from the DEPARTMENT to the COMMISSION;

**WHEREAS**, as part of Supplemental Amendment 1 executed on November 5, 2025, in recognition that the transition will extend beyond the initial term of the Agreement, the Parties provided for an automatic extension of the term during the transition, as set forth therein;

**WHEREAS**, to achieve more efficient financial administration during the extended term of the Agreement, the Parties wish to update the total cost of the Project to reflect the costs during the extension of the Agreement term;

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<sup>1</sup> Capitalized terms used but not defined in this Amendment No. 2 shall have the meaning provided in the Agreement.

**WHEREAS**, the Parties acknowledge that if, for any reason, a Local Government Partner is unable to make any portion of a quarterly payment, as required by Section 4.01(I) of the Interlocal Governance Agreement, the terms of Section 6.02(B)(6) of the Interlocal Operating Agreement as amended authorizes the amount owed by a Local Government Partner to be taken by the DEPARTMENT from its Work Program in the geographic area of such Local Government Partner and paid to the COMMISSION.

**NOW, THEREFORE**, in consideration of the mutual benefits to be derived herefrom, the Parties agree as follows:

1. The Parties agree that the recitals above are true, correct, and are incorporated as part of this Agreement by this reference.
2. Pursuant to Paragraph 5 of the Agreement the term of this Agreement shall be coterminous with the Operations Phasing Agreement provided that the COMMISSION provides an updated budget no later than One Hundred Twenty (120) days prior to the end of the then-current term. The COMMISSION has provided an updated budget for the 2026/2027 COMMISSION Fiscal Year, attached hereto as Exhibit "B".
3. Paragraph 8(B) of the Agreement is deleted in its entirety and replaced with the following:

The COMMISSION shall fund the Project in the amount of the COMMISSION'S approved budget, which shall be paid by the COMMISSION to the DEPARTMENT quarterly by the deadlines indicated in, and otherwise in accordance with, the PAYMENT SCHEDULE in Exhibit "C," attached hereto and made part hereof. The DEPARTMENT'S and COMMISSION'S budget and current estimate of cost for the Project for the 2026/2027 COMMISSION Fiscal Year is identified in Exhibit "B." The COMMISSION previously made such quarterly payments in accordance with a schedule that was not aligned to the COMMISSION's Fiscal Year (the "Prior Payment Schedule"). The Parties heretofore agreed that as of July 1, 2025, the Project budget and required payments for the Project from the COMMISSION to the DEPARTMENT shall be made in accordance with the Local Government Partner and COMMISSION Fiscal Year (October 1 through September 30) (the "New Payment Schedule").

The 1<sup>st</sup> quarterly payment shall be a quarter (1/4) of the total estimated Project cost for the then-current budget year along with the full payment for the estimated insurance premium cost, the full amount of the capital funding, and the full amount of the annual

State of Good Repair allocation, without allowances in the amount specified on Exhibit "C". No earlier than October 1 of each year in the term of this Agreement, the DEPARTMENT may utilize the 1st quarterly payment for payment of the costs of the Project. However, prior to October 1<sup>st</sup>, the DEPARTMENT may use and allocate the quarterly payment amounts to the appropriate financial project numbers and relevant contracts but may not apply said payments to charges or costs which occur prior to October 1<sup>st</sup>. Thereafter, the COMMISSION shall furnish the DEPARTMENT with subsequent quarterly payments as specified on Exhibit "C" by the date specified therein.<sup>2</sup> The DEPARTMENT shall maintain all quarterly payments made by the COMMISSION in an interest-bearing account prior to use, and such interest shall be either returned to, or credited to the amounts owed hereunder by, the COMMISSION. The approved budget amount shall be adjusted annually based on the budget approved by the COMMISSION and based on Local Government Partner Fiscal years, which fiscal year begins on October 1 and end on September 30.

Within One Hundred and Eighty (180) days after the end of each COMMISSION Fiscal Year, the DEPARTMENT shall provide the COMMISSION with a written accounting of all payments made hereunder and all associated expenses for the Project. If the Project costs are less than the cumulative amounts paid by the COMMISSION under Exhibit "C," the DEPARTMENT shall hold such excess funds in escrow in an interest-bearing account and apply them against any future costs incurred for the Project or return such funds to the COMMISSION upon the COMMISSION'S written request for same.

The DEPARTMENT shall provide a draft annual operating budget for the immediately succeeding COMMISSION Fiscal year to the COMMISSION to review before March 15<sup>th</sup> of each calendar year during the term of the Agreement. The DEPARTMENT'S performance and obligation to manage the Project is contingent upon an annual appropriation by the Florida Legislature as well as payment of the funds identified herein. The Parties agree that in the event funds are not appropriated to the DEPARTMENT for the Project, this Agreement may be terminated, which shall be effective One Hundred

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<sup>2</sup> The DEPARTMENT is required to make full payment for insurance coverage on or about November 1 of every year. The payment for insurance premium for the Commission fiscal year 2026/2027 is estimated to be Five Million Dollars Four Hundred Thousand and 00/100 (\$5,400,000.00) ("Insurance Premium Payment"). Furthermore, to appropriately program and plan for capital expenditures for the current COMMISSION fiscal year, the COMMISSION shall deposit the full amount of its capital cost share along with its 1st quarterly payment. Said payment is reflected on Exhibit "C" and the remaining quarterly payments are reduced by the appropriate amount of capital cost share as well as Insurance Premium Payment divided equally between the remaining quarterly payments.

Twenty (120) days following the DEPARTMENT giving written notice to the COMMISSION to that effect. Furthermore, the COMMISSION'S performance and obligation to pay under this Agreement is contingent upon an appropriation by each of the Local Government Partners during the Local Government Partner's respective budgetary process and fiscal year.

The Project is being funded by the COMMISSION as specified herein and on Exhibits "B" and "C". Said funds are programmed under various Financial Project Numbers (FPN(s)) which are listed on Exhibit "D" to the original Agreement and which may be amended from time to time and would not require an amendment to this Agreement for the purposes of adding additional FPN(s).

All other provisions in Paragraph 8 of the Agreement shall continue to apply to the extent not in conflict with this Amendment.

4. The DEPARTMENT and Local Government Partners reaffirm and agree that, if for any reason a Local Government Partner is unable to make all or any portion of a quarterly payment, as required by Section 4.01(I) of the Interlocal Governance Agreement, the terms contained in Section 6.02(B)(6) of the Interlocal Operating Agreement as amended authorizes the amount owed by a Local Government Partner to be taken by the DEPARTMENT from its Work Program in the geographic area of such Local Government Partner and paid to the COMMISSION. A Local Government Partner shall notify the DEPARTMENT no later than 60 days prior to any quarterly COMMISSION deadline for payment due, per Exhibit C, in which the Local Government Partner is unable to make any portion of the quarterly payment. Upon notification to the DEPARTMENT, the Local Government Partner authorizes the DEPARTMENT to take the portion owed by the Local Government Partner from its Work Program in the geographic area of such Local Government Partner and make payment to the COMMISSION in accordance with the terms and conditions of the Interlocal Operating Agreement as amended.

Except as hereby modified, amended or changed, all the terms and conditions of the Agreement will remain in full force and effect. This Amendment No. 02 shall become effective upon the date of signature of the last Party to sign and shall remain in full force and effect through the term of the Agreement. The following attachments hereto revise and replace the existing Exhibit "B" and Exhibit "C" to the Agreement, respectively:

Exhibit "B", APPROVED BUDGET by COMMISSION for FISCAL YEAR 2026/2027;  
and Exhibit "C", PAYMENT SCHEDULE.

IN WITNESS WHEREOF, the COMMISSION has executed this Amendment No. 2 and the  
DEPARTMENT has executed this Amendment No. 2:

**COMMISSION**

**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Name: John E. Tyler, P.E.

Title: \_\_\_\_\_

Title: District 5 Secretary

CFCRC/SunRail Chief Executive Officer

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

As approved by the Board on:

\_\_\_\_\_

Attest:

Attest:

\_\_\_\_\_

\_\_\_\_\_  
Executive Secretary

Legal Review:

Legal Review:

\_\_\_\_\_  
COMMISSION Attorney

\_\_\_\_\_  
DEPARTMENT Attorney

Financial Provisions Approval by  
Department of Comptroller on:

DATE: \_\_\_\_\_

DATE: November 14, 2024

**EXHIBIT "B"**

**APPROVED BUDGET by COMMISSION for COMMISSION FISCAL YEAR 2026/2027**

**EXHIBIT "C"**  
**PAYMENT SCHEDULE**

QUARTERLY PAYMENT AMOUNTS FOR LOCAL GOVERNMENT PARTNERS FISCAL YEAR 2026/2027		
QUARTERLY PAYMENT	AMOUNT	COMMISSION DEADLINE FOR PAYMENT
1 (Quarter beginning October 1)	\$24,631,240	AUGUST 17, 2026
2 (Quarter beginning January 1)	\$14,046,238	NOVEMBER 17, 2026
3 (Quarter beginning April 1)	\$14,046,238	FEBRUARY 15, 2027
4 (Quarter beginning July 1)	\$14,046,238	MAY 17, 2027

**PAYMENT BREAKDOWN**

QUARTERLY PAYMENT	Local Operating Support	Capital Costs	Insurance Premium Payment	State of Good Repair	TOTAL
1*	\$14,046,239	\$3,185,001	\$5,400,000	\$2,000,000	\$24,631,240
2-4	\$14,046,238	\$0.00	\$0.00	\$0.00	\$14,046,238

\* Quarterly payment No. 1 includes ¼ Local Operating Costs, except for insurance which is included at 100%, the full amount of the Capital funding, and full amount of the annual State of Good Repair allocation.

**EXHIBIT "D"**

**SCHEDULE OF FINANCIAL PROJECT NUMBERS**

Financial Project Numbers (FPNs) may be amended from time to time to include additional FPNs. The current FPNs, along with any updates, will be reflected in the quarterly invoices.

## FIRST AMENDMENT TO SUNRAIL ATTORNEY SERVICES AGREEMENT

**THIS FIRST AMENDMENT** is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and is to that certain Agreement made and entered into on the 20<sup>th</sup> day of February, 2025, between **KAPLAN KIRSCH LLP**, whose address is 1675 Broadway, Suite 2300, Denver, Colorado 80202, hereinafter referred to as “Counsel”, and **CENTRAL FLORIDA COMMUTER RAIL COMMISSION**, a legal entity and public body and unit of local government, hereinafter referred to as the “Commission” (individually, a “Party,” and collectively, “Parties”).

### WITNESSETH:

**WHEREAS**, Counsel and Commission entered into the above-referenced Agreement on February 20<sup>th</sup>, 2025, for Counsel to provide certain legal services to the Commission, as outlined in the Agreement; and



**WHEREAS**, the Parties desire to amend the Agreement to extend the term of the Agreement, allow for multiple attorneys to collaborate on tasks assigned by the Commission, and provide for rate increases in accordance with the Consumer Price Index, as further set forth in this First Amendment, and to enable the Parties to continue to enjoy the mutual benefits the Agreement provides; and

**WHEREAS**, Section 14 (“Modifications, Amendments, or Alterations”) of the Agreement provides that any modifications, amendments, or alterations to the terms and conditions are effective upon a written document executed with the same formality and of equal dignity as the Agreement,

**NOW, THEREFORE**, in consideration of the mutual understandings and agreements contained in this Amendment, the Parties agree to amend the Agreement as follows:

1. Section 1 (“Term”) of the Agreement is amended to read as follows:

Section 1. Term. This Agreement shall take effect on the date of its execution by the

Commission (“Effective Date”) and shall remain in effect until September 30, 2027 (“Term”). At the sole discretion of the Commission, the Term may be extended for an additional two (2) successive periods not to exceed one (1) year each. The Commission may extend the Term of this Agreement through an amendment in accordance with Section 14, Modifications, Amendments, or Alterations.

2. The “Special Conditions” section of Exhibit A (“Scope of Work”) of the Agreement is deleted and replaced with the new “Special Conditions” section as follows:

**Special Conditions**

Counsel must take proactive steps to ensure cost effectiveness in performing services under the Agreement or as assigned by the Commission. This requirement is particularly important when multiple attorneys are working on matters required under the Agreement or as assigned by the Commission.

3. Exhibit B (“Best and Final Offer”,  “Compensation Schedule”) is revised to include the following language:

Beginning on October 1, 2026, Counsel may reflect an adjustment on invoices of the partner and associate rates set forth in this Exhibit B no more than once per year based on Consumer Price Index (CPI-U) Series Title: All items in South urban, all urban consumers, not seasonally adjusted Series Id: CUUR0300SAO, CUUSO300SAO Area: South 12-Month Percent Change, 1982-1984=100 base reference, published for September by the U.S. Bureau of Labor Statistics. Any such annual adjustment shall not exceed three percent (3%) for partners and associates, respectively.

4. Except as modified by this First Amendment, all terms and conditions of the original Agreement remain in full force and effect for the term of the Agreement.

**IN WITNESS WHEREOF**, the Parties have executed this First Amendment for the purposes

stated above.

ATTEST:

KAPLAN KIRSCH, LLP

\_\_\_\_\_  
Witness

By: \_\_\_\_\_

\_\_\_\_\_  
Print Name

Steven L. Osit, Partner,

Date: \_\_\_\_\_

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Print Name

CENTRAL FLORIDA COMMUTER  
RAIL COMMISSION

\_\_\_\_\_  
Buddy Dyer, Chairman



Date: \_\_\_\_\_

STATE OF FLORIDA  
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of  physical presence or  online notarization, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by Buddy Dyer as Chairman of the Central Florida Rail Commission who  is personally known to me or  has produced \_\_\_\_\_ as identification.

[SEAL]

\_\_\_\_\_  
Notary Public Signature

Print Name \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

## BOARD OF COUNTY COMMISSIONERS

**Donald S. Fisher**  
County Manager  
don.fisher@osceola.org

**Beth Anne Knight**  
Chief Operating Officer  
beth.knight@osceola.org

**Lee Massie**  
Deputy County Manager  
lee.massie@osceola.org

**David Tomek**  
Deputy County Manager  
david.tomek@osceola.org

**Amanda Clavijo**  
Assistant County Manager  
amanda.clavijo@osceola.org

**Celestia McCloud**  
Assistant County Manager  
celestia.mccloud@osceola.org

**Donna Renberg**  
Assistant County Manager  
donna.renberg@osceola.org

1 Courthouse Square  
Suite 4700  
Kissimmee, FL 34741

O: 407-742-2000  
F: 407-742-2391

osceola.org

May 20, 2026

Mr. Charles M. Heffinger, Jr. P.E.  
FDOT/SunRail Chief Operating Officer  
801 SunRail Drive  
Sanford, FL 32771

### RE: SunRail Customer Advisory Committee Appointments

Dear Mr. Heffinger:

Per the Commuter Rail Commission's approval to appoint two members to the Customer Advisory Committee, I am pleased to inform you that during the Board of County Commission meeting on May 18, 2026, the Osceola County Board of County Commissioners made the following appointment:

- SunRail Customer Advisory Committee Appointment, with one-year term starting **June 2, 2026**, and ending **June 2, 2027**;

Member: **Jarod Ruiz (Reappointed)**  
2212 Windingridge Avenue South  
Kissimmee, FL 34741  
(321) 431-4518 (cell)  
[Jarod.Ruiz@outlook.com](mailto:Jarod.Ruiz@outlook.com)

Please be aware that the other Osceola County seat will end on June 2, 2026, and currently, we do not have a citizen to take on this role. We will inform you when this position is filled.

Sincerely,



Beth Anne Knight  
Chief Operating Officer

BAK/lcb

cc: Jarod Ruiz

Christina Colon, Executive Director Transportation & Transit  
Jennifer Stults, Director of Transportation  
Daritza Rivera, Senior Administrative Assistant  
Iris Soto, Executive Administrative Assistant  
Debbie Macklefresh, SunRail – Sr. Administrative Assistant



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# WELCOME

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# 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 siti-yasyon fanmi an. Moun ki vle eksprime enkyetid yo konsènan konfòmite FDOT ak Tit VI ka fè sa lè yo kontakte:

## **ROGER MASTEN**

SunRail Title VI Coordinator

801 SunRail Drive

Sanford, Florida 32771

[Roger.Masten@dot.state.fl.us](mailto:Roger.Masten@dot.state.fl.us)

## **LISA BETHANCOURT**

State Contract Compliance and Title VI Coordinator

605 Suwannee Street, MS65

Tallahassee, Florida 32399

[lisa.bethancourt@dot.state.fl.us](mailto:lisa.bethancourt@dot.state.fl.us)



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# APPROVAL

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ADOPTION OF APRIL 23, 2026  
MEETING MINUTES





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# PUBLIC COMMENTS

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# REPORTS

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## A. AGENCY UPDATE

David Cooke

## B. CONNECTIVITY

LYNX Update – Carl Weckenmann

VoTran Update – Bobbie King





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# AGENCY UPDATE

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DAVID COOKE



# GRADUATION PARTNERHIPS



- ✓ Developed a strong outreach program to regional schools promoting SunRail as the "stress-free solution" for graduation ceremonies.
- ✓ Partnered with the Kia Center to add a direct link on their website to SunRail's "Station to Celebration" landing page.
- ✓ Average daily ridership increased 9.8% over May 2025.



# SMALL BUSINESS AND GROUP SALES DEVELOPMENT



- ✓ **New Small Business Outreach** – Targeting 250 small businesses within a ½ mile radius of each station. Going door-to-door to promote budget-friendly and reliable transit solutions for new-hires and employees.
- ✓ **Preparing for Summer** – Group rides are 30% over forecast with Summer Camp demand continuing to grow.
- ✓ **A Strong Start** - June daily ridership averaging 5,957 (June 1-12) vs 5,180 in 2025.



Sales Kit & Store Window Decal



YOU'RE STEPS FROM SUNRAIL

LET'S MAKE THAT WORK FOR YOU!

# ON-TIME PERFORMANCE

APRIL - MAY 2026

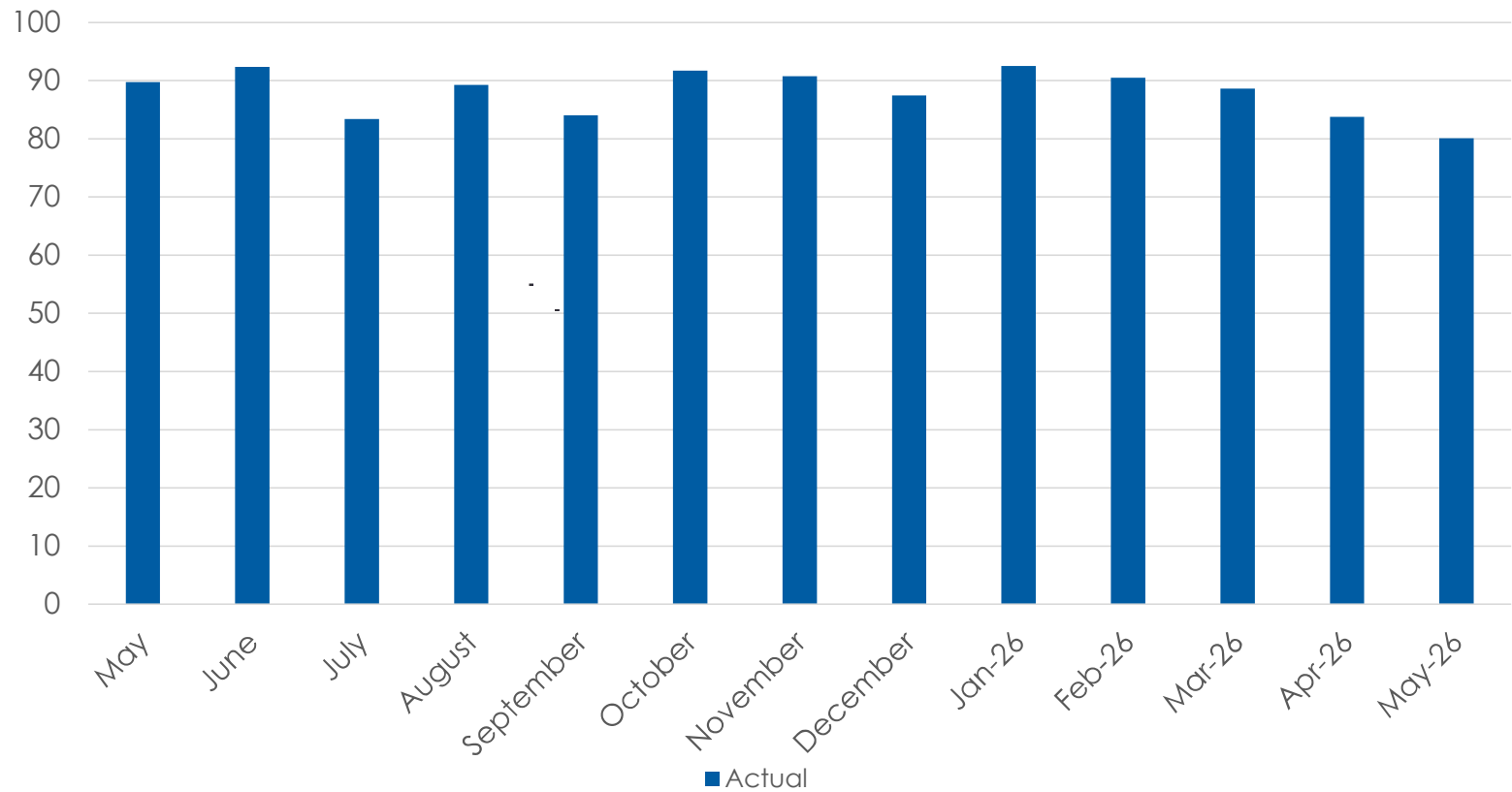
CONTRACT GOAL = 95%

CONTRACT = 97.27%

ACTUAL = 81.95%



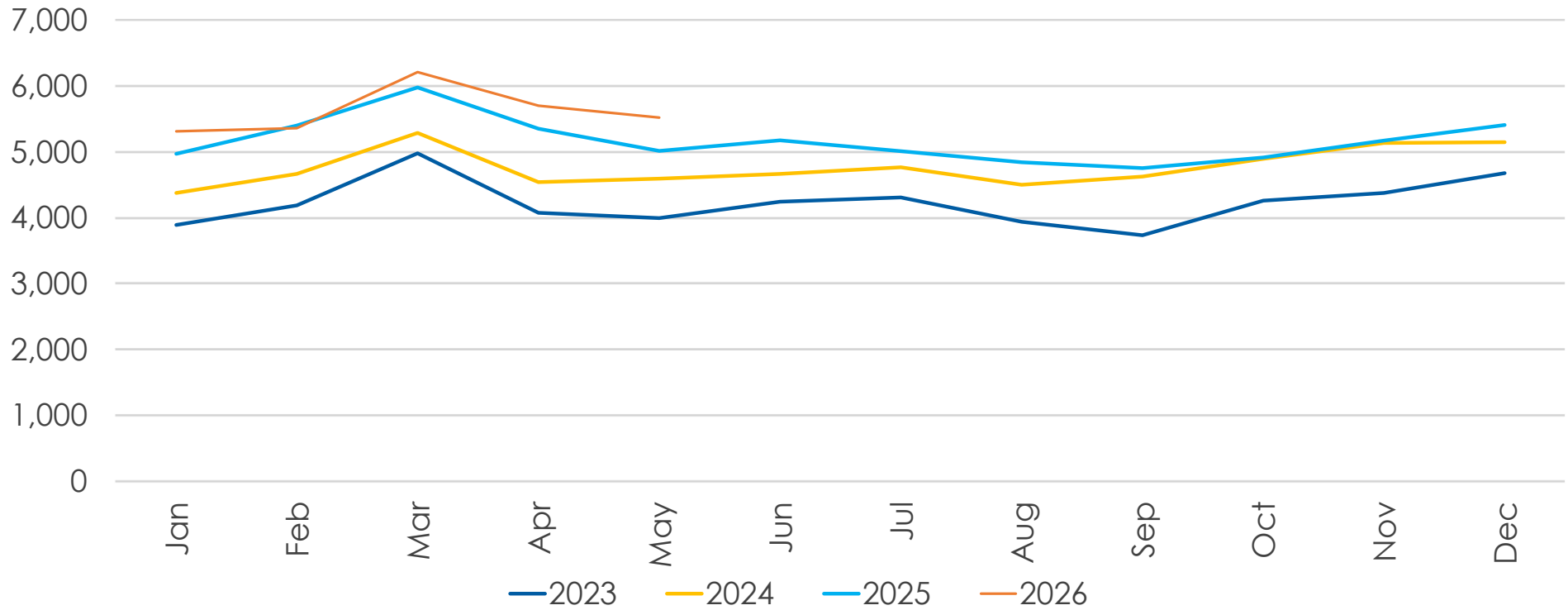
- ✓ 42 Operating Days
- ✓ Ran 1,764 Trains



# AVERAGE DAILY RIDERSHIP



April 2026 Average – 5,705  
May 2026 Average – 5,525





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# LYNX CONNECTIVITY

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CARL WECKENMANN - LYNX



# LYNX CONNECTIVITY



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

SUNRAIL STATION	Fiscal Year 2026												ANNUAL DAILY AVERAGE
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
<i>Days of Operation</i>	<b>23</b>	<b>19</b>	<b>22</b>	<b>21</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>20</b>					<b>21</b>
Sanford	262	276	250	66	0	0	0	0					<b>107</b>
Lake Mary	74	72	75	23	0	0	0	0					<b>31</b>
Longwood	82	79	62	21	0	0	0	0					<b>31</b>
Altamonte Springs	166	149	153	765	1,124	1,071	1,103	1,087					<b>702</b>
Maitland	15	15	14	9	14	13	18	12					<b>14</b>
Winter Park/Amtrak	377	404	383	347	313	354	331	337					<b>356</b>
AdventHealth	329	324	308	299	301	300	299	302					<b>308</b>
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	41	38	44	45	44	44	49	49					<b>44</b>
Sand Lake Road	483	510	453	470	473	504	421	547					<b>483</b>
Meadow Woods	87	100	79	93	68	75	70	98					<b>84</b>
Tupperware	0	0	0	0	0	0	0	0					<b>0</b>
Kissimmee Intermodal													
Poinciana	10	9	8	11	10	12	3	9					<b>9</b>
<b>Total - All Stations</b>	<b>1,926</b>	<b>1,976</b>	<b>1,831</b>	<b>2,149</b>	<b>2,347</b>	<b>2,373</b>	<b>2,294</b>	<b>2,441</b>					<b>2,167</b>
Percent change from FY 25 to FY 26	2%	1%	6%	22%	22%	30%	19%	30%					17%

## LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	April		Change	% Change
	FY25	FY26*		
18	24,332	18,133	(6,199)	-25%
418	5,847	5,416	(431)	-7%
306	2,464	2,592	128	5%
804	631	333	(298)	-47%
831	1,462	876	(586)	-40%

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	Average Daily Boardings		Change	% Change
	Apr-25	Apr-26		
11, 42, 311	114	102	(12)	-11%

## LYNX Feeder Bus Route Analysis (Phase II Routes)

LINK	May		Change	% Change
	FY25	FY26*		
18	20,886	21,165	279	1%
418	4,673	5,658	985	21%
306	2,222	2,280	58	3%
804	430	205	(225)	-52%
831	1,547	582	(965)	-62%

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	Average Daily Boardings		Change	% Change
	May-25	Mayr-26		
11, 42, 311	117	106	(11)	-9%



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# VOTRAN CONNECTIVITY

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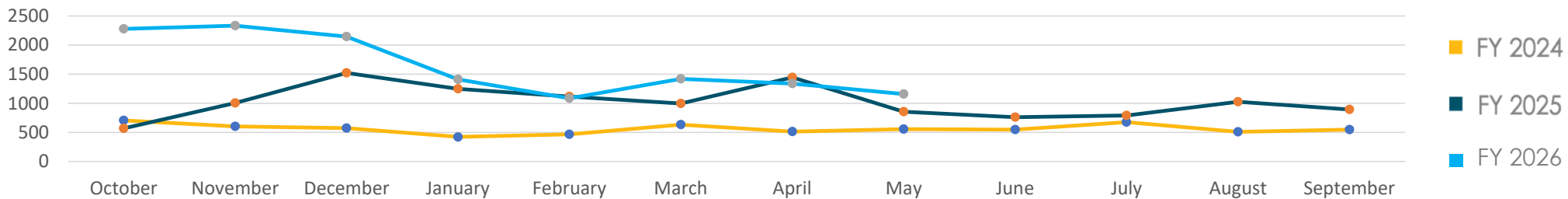
BOBBIE KING - VOLUSIA COUNTY



# VOTRAN CONNECTIVITY - DEBARY



Activity at DeBary Station	Fiscal year 2025												Annual
	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	22	256
Total Monthly Ridership	568	1,005	1,521	1,250	1,116	995	1,445	856	761	790	1,027	892	12,226
Avg Daily Ridership	26	50	72	57	56	47	66	41	36	35	49	41	48
Activity at DeBary Station	Fiscal year 2026												Annual
	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	
Days of Operation	23	19	22	22	20	22	22	21					128
Total Monthly Ridership	2,278	2,332	2,145	1,410	1,087	1,418	1,336	1,160					10,670
Avg Daily Ridership	99	123	98	64	54	65	61	55					503



# VORIDE - SUNRAIL CONNECTIVITY



## VoRide On-Demand Service - Average Daily Boardings & Alightings at Volusia County Stations

Activity at Stations	Fiscal year 2025												Annual
	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	22	256
Total Monthly Ridership- DeBary	11	13	21	20	17	8	20	28	46	86	99	131	500
Total Monthly Ridership- DeLand	93	166	249	204	198	180	133	168	235	203	168	187	2,184
Total Monthly Ridership- Both Stations	104	179	270	224	215	188	153	196	281	289	267	318	2,684
Avg Daily Ridership	5	9	13	10	11	9	7	9	13	13	13	15	11

Activity at Stations	Fiscal year 2026												Annual
	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	
Days of Operation	23	19	22	22	20	22	22	21					171
Total Monthly Ridership- DeBary	93	81	92	115	92	157	139	47					816
Total Monthly Ridership- DeLand	166	68	210	247	334	413	516	460					2,414
Total Monthly Ridership- Both Stations	259	149	302	362	426	570	655	507					3,230
Avg Daily Ridership	12	8	14	17	21	26	30	25					19

Note: Despite VoRide operating on Saturdays, Days of Operation only includes weekdays as the train only operates weekdays.



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# ACTION ITEMS

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# APPROVAL OF LOCALLY FUNDED AGREEMENT (LFA)

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STEPHANIE GRIFFIN-MATEO

KAPLAN KIRSCH





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# APPROVAL OF 1<sup>st</sup> AMENDMENT TO SUNRAIL ATTORNEY SERVICES AGREEMENT

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MICHELLE RHOADES

CITY OF ORLANDO





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# RATIFICATION OF CAC MEMBER

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JAROD RUIZ (REAPPOINTED)

OSCEOLA COUNTY





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# BOARD MEMBER COMMENTS

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# NEXT MEETING

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JULY 23, 2026, 1:30 PM  
LYNX CENTRAL STATION  
ADMINISTRATION BUILDING





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# SUPPORTING CHARTS AND DATA

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# ONBOARD STATS



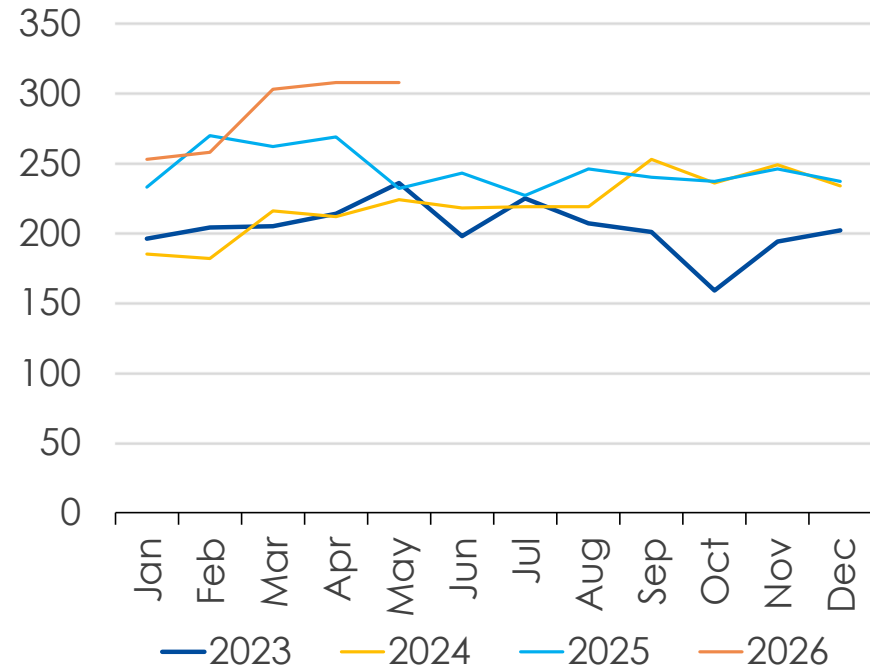
## ADA

Apr - May 2026 Average: 32



## BICYCLE

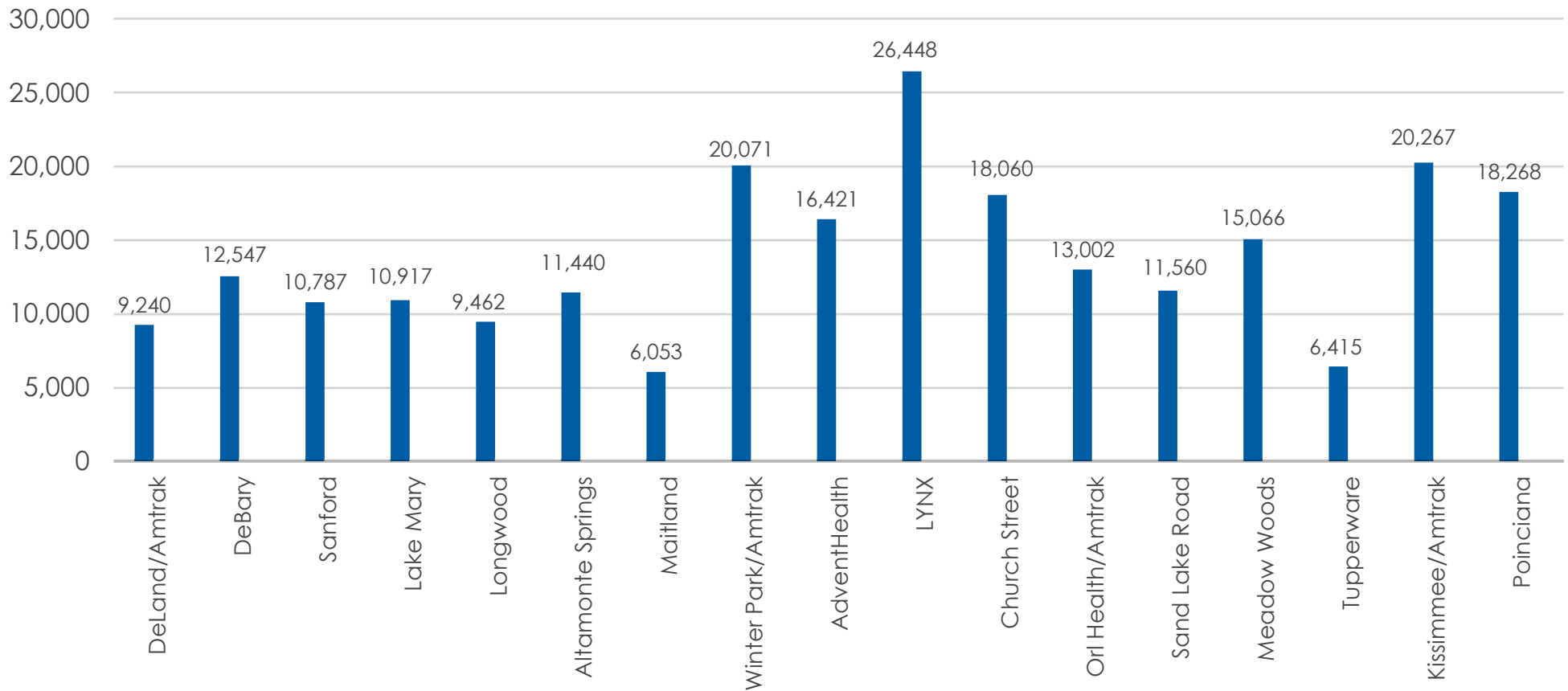
Apr - May 2026 Average: 308



# BOARDING BY STATION

RIDERSHIP APRIL - MAY 2026

Total Ridership = 236,024

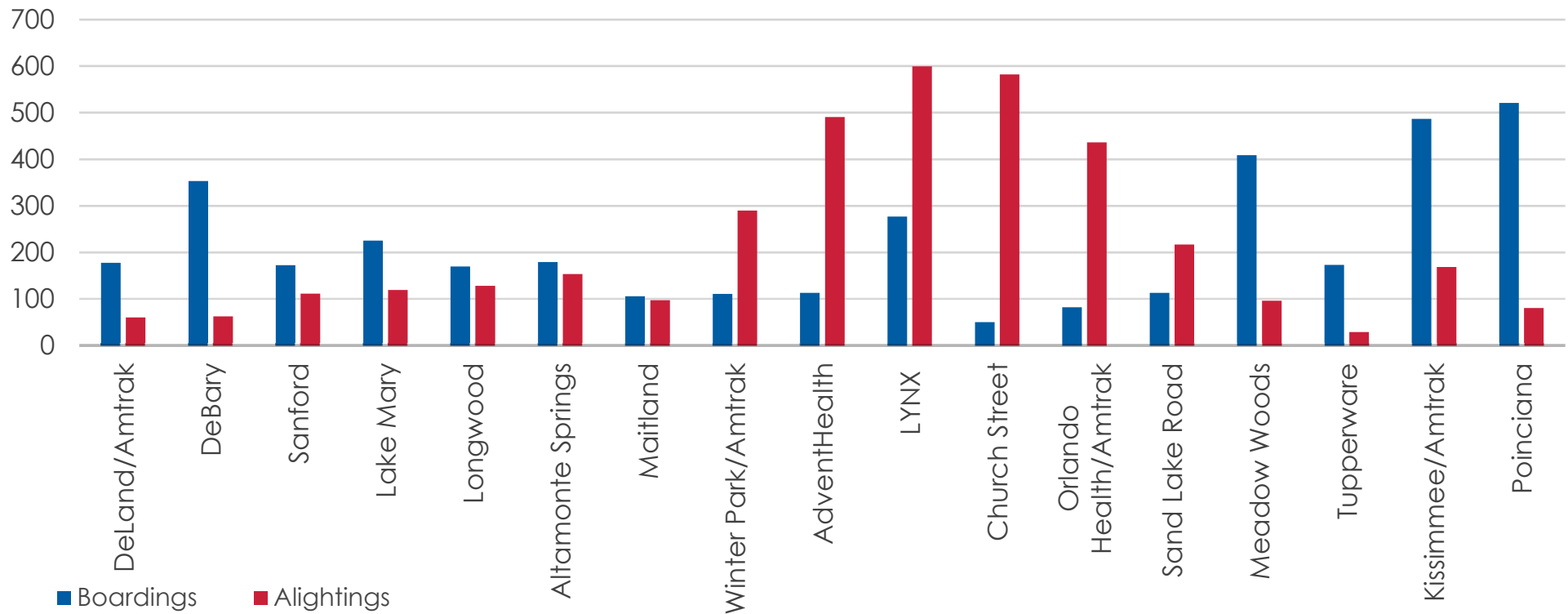


# BOARDINGS & ALIGHTINGS

APRIL - MAY 2026



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

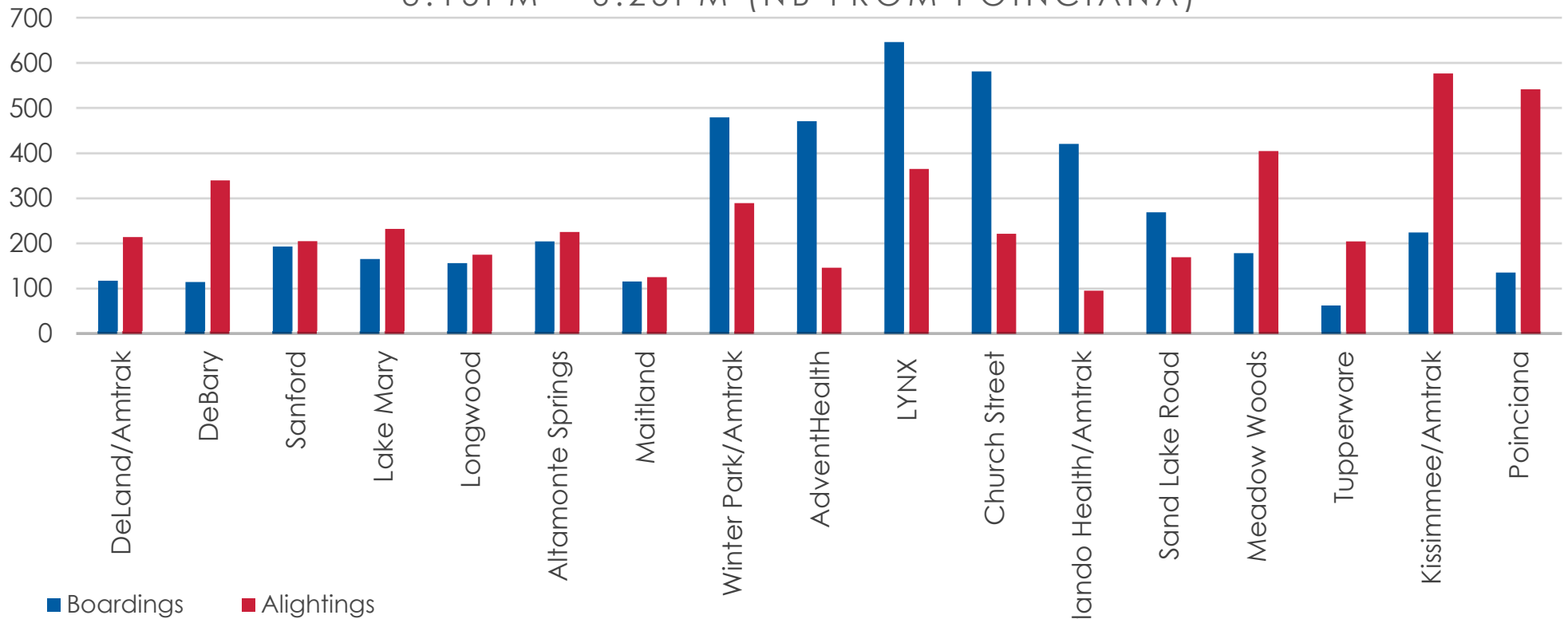


# BOARDINGS & ALIGHTINGS

APRIL - MAY 2026



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

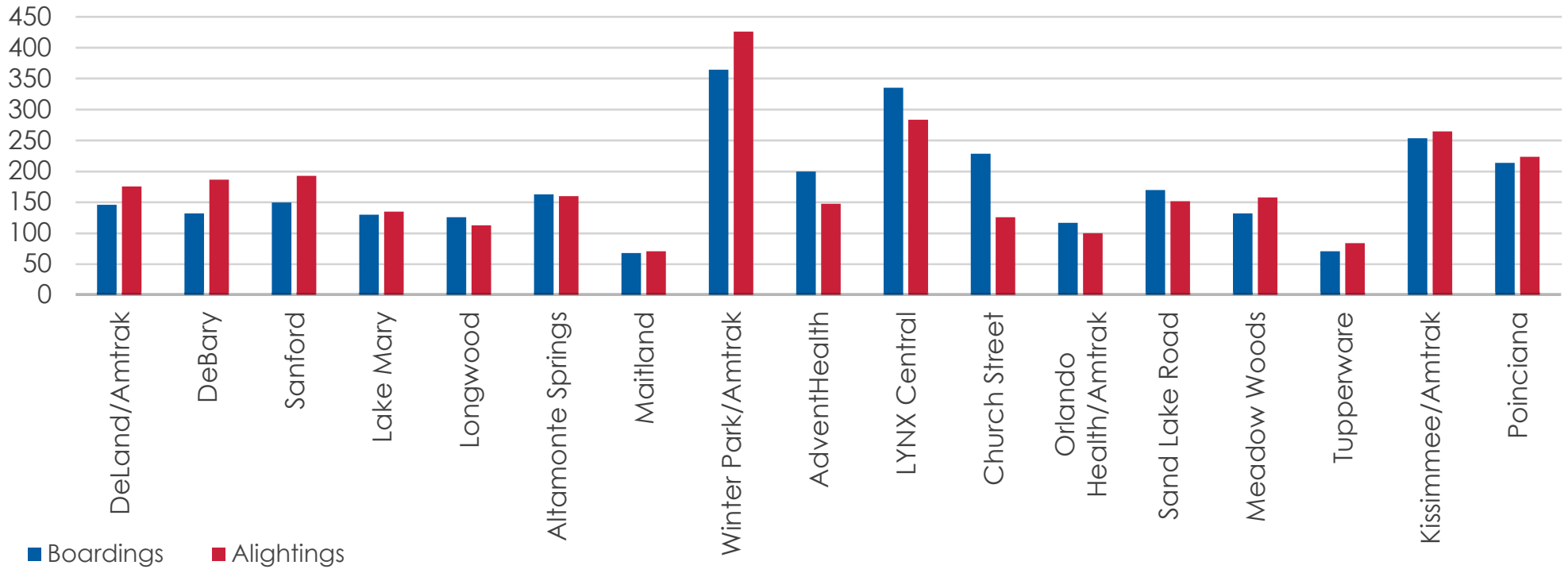


# BOARDINGS & ALIGHTINGS

APRIL - MAY 2026

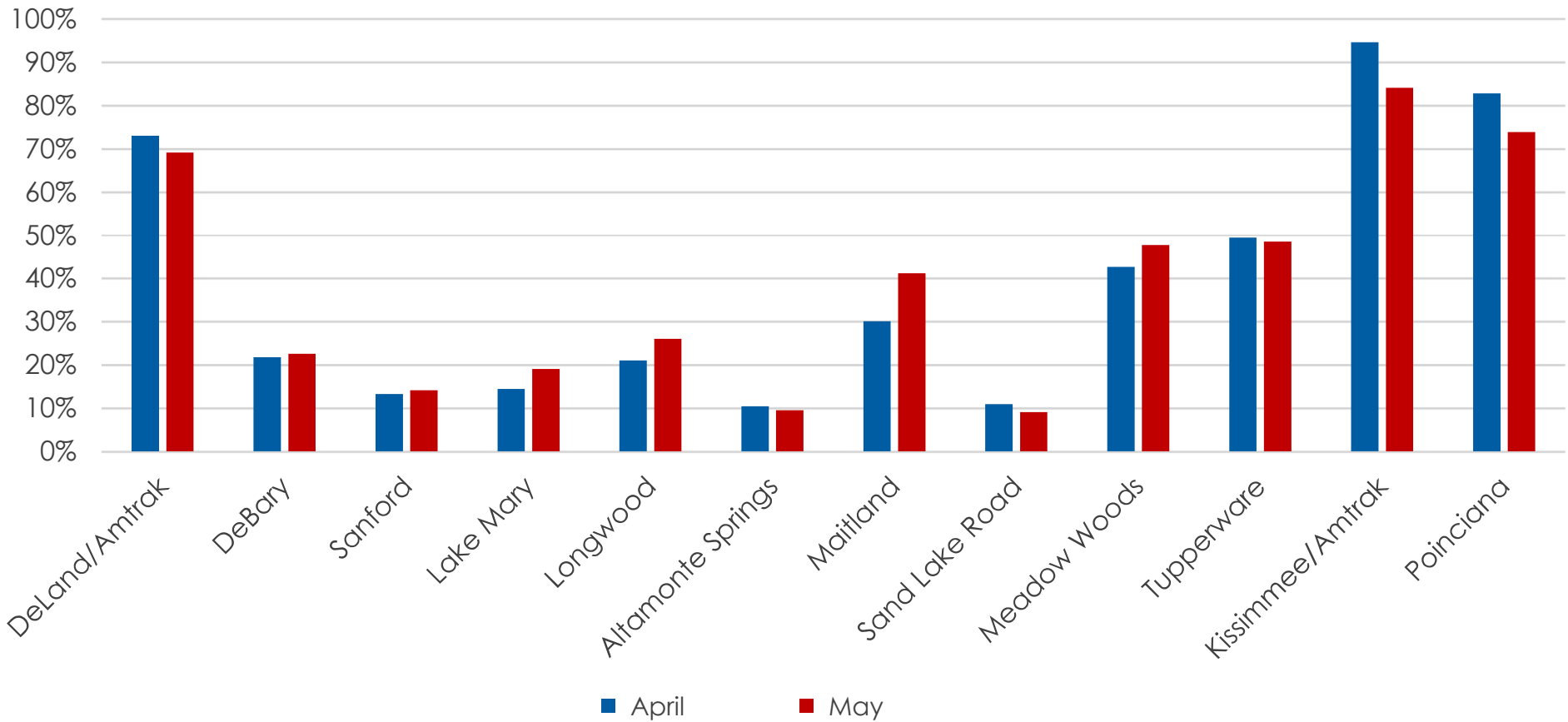


OFF PEAK  
10:45AM - 2:45PM; 7:25PM - 9:55PM (NB FROM POINCIANA)



# STATION PARKING

APRIL - MAY 2026

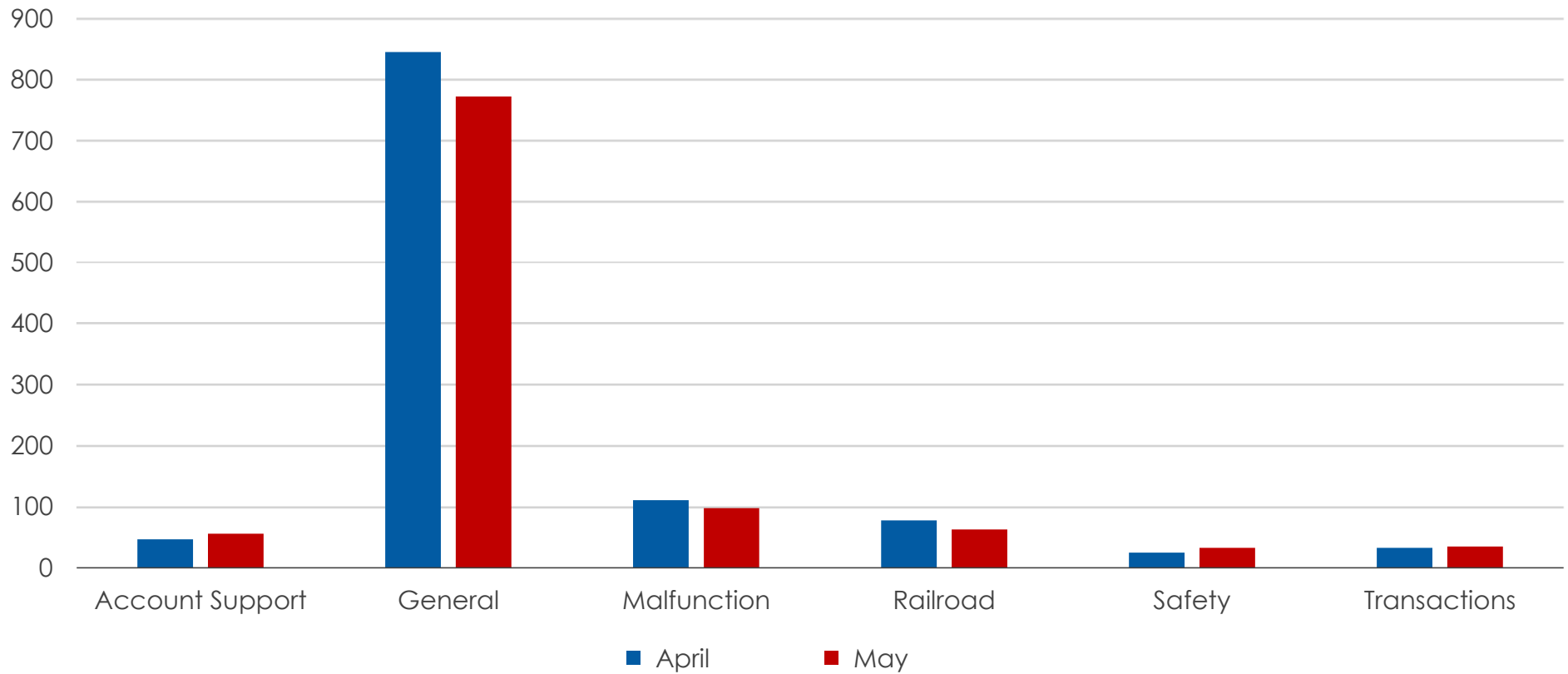


# CUSTOMER SERVICE CALLS

APRIL - MAY 2026



TOTAL CALLS 1,140



# TRAIN PERFORMANCE DETAIL

APRIL - MAY 2026



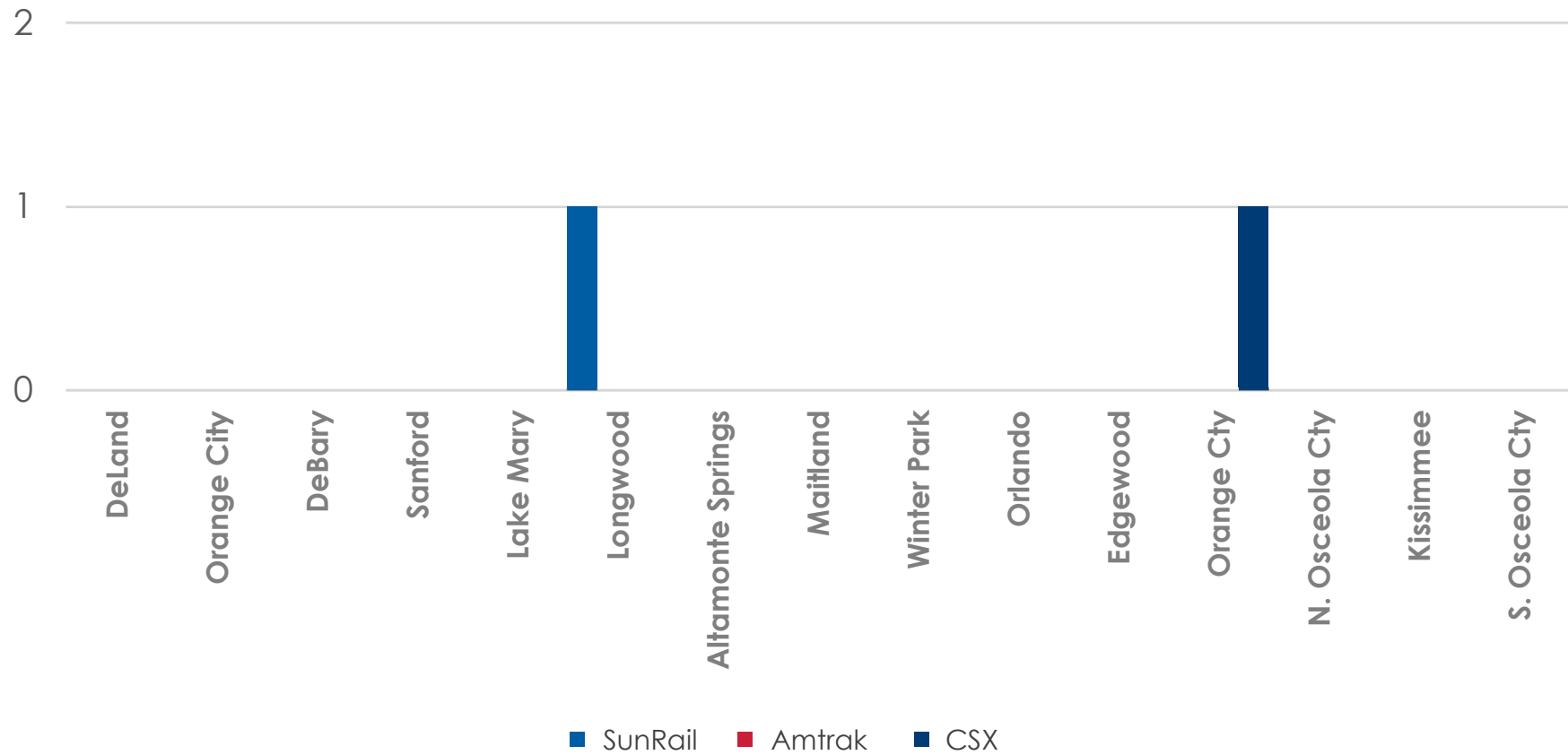
TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	1,447	82.0%
Late	307	17.4%
Annulled	10	0.6%
Total Trains Operated	1,764	100.0%

PERFORMANCE DETAIL	Days	Trains	Percentage
Dispatching	1	3	0.2%
Efficiency Testing	2	3	0.2%
Injuries/Illnesses	1	1	0.06%
Maintenance of Way	25	121	6.9%
Mechanical	17	43	2.4%
Other	5	8	0.5%
Passengers	18	46	2.6%
Police Activity	2	2	0.1%
Signals & Components	15	46	2.6%
Train Interference	14	28	1.6%
Trespasser/Grade Crossing/Near Misses	7	13	0.7%
Weather	1	3	0.2%
Total (Rounded)		317	18.0%

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

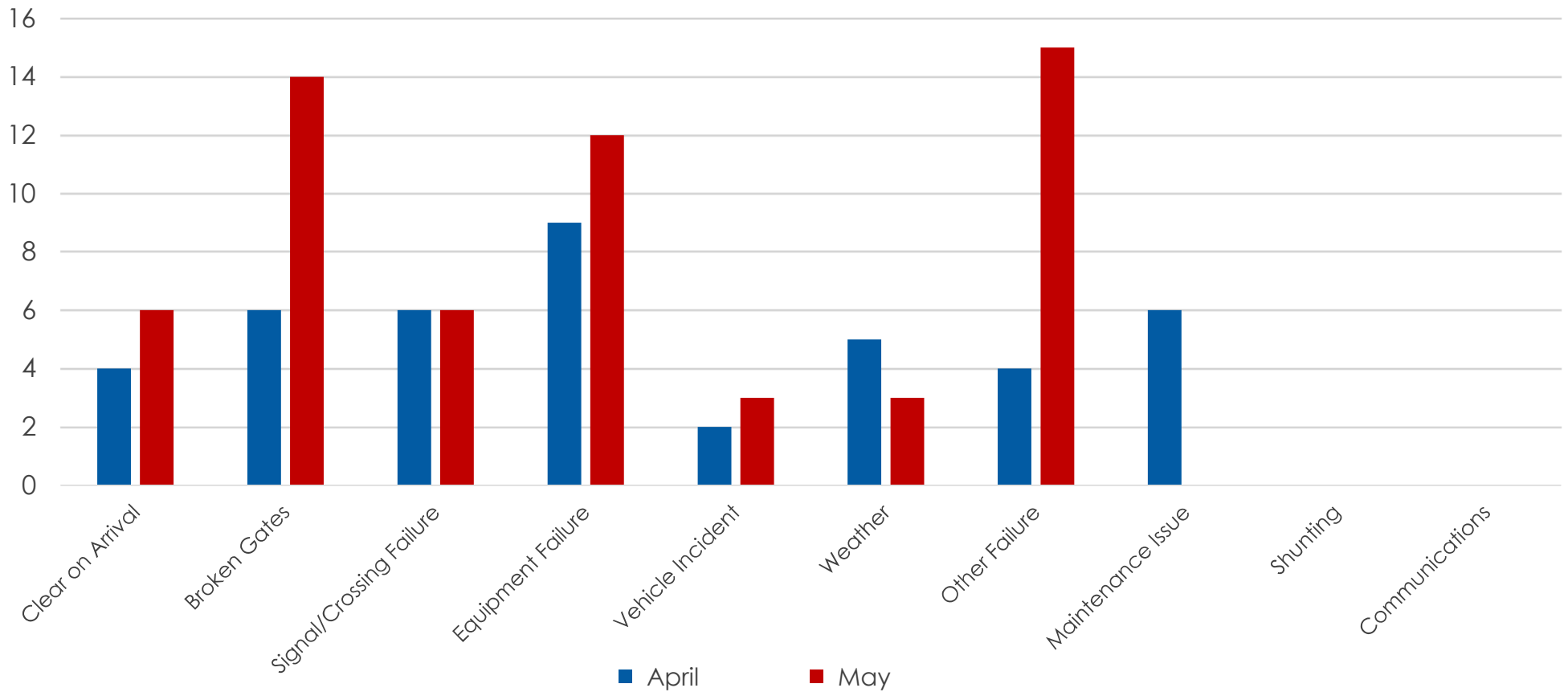
# REVENUE INCIDENTS BY CITY/COUNTY

APRIL - MAY 2026



# CFCRC SIGNAL SYSTEM INCIDENTS

APRIL - MAY 2026



# QUIET ZONES



JURISDICTION	STATUS	Establishment Date
Volusia County	Quiet Zone Established	June 1, 2026
City of DeBary	Awaiting Establishment	TBD
Seminole County	Quiet Zone Established	April 23, 2023
Maitland	Quiet Zone Established	April 20, 2020
Winter Park	Quiet Zone Established	January 6, 2023
City of Orlando	Quiet Zone Established	June 14, 2021
Edgewood	Quiet Zone Established	October 9, 2019
Orange County	Quiet Zone Established	March 27, 2020
City of Kissimmee	Quiet Zone Established	February 4, 2021

Local communities may apply for quiet zones and information is available on the "Rail Safety" page at [SunRail.com](http://SunRail.com)

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

OPERATING COSTS, AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 25/26 YTD Apr 30th, 2026	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$11,848,492	\$12,522,642
Alstom - Maintenance	\$17,239,721	\$14,366,434	\$14,153,838
Alstom - Incentive / Disincentive	\$1,572,896	\$1,310,747	\$1,014,709
moovel Fare Collection O&M	\$1,200,000	\$1,000,000	\$408,310
Herzog - Signal Maintenance of Way	\$4,353,384	\$3,627,820	\$3,552,845
WiFi and APC O&M, Cellular for Comms	\$285,000	\$237,500	\$245,127
LFA Marketing DTS Technology, Witronix	\$105,000	\$87,500	\$482,918
Greens Energy - Fuel	\$3,800,000	\$3,166,667	\$2,984,456
Gallagher - Insurance	\$5,100,000	\$5,100,000	\$4,439,866
Amtrak/Alstom/Herzog - Preventative Maintenance	\$4,500,000	\$3,750,000	\$1,145,852
Amtrak/Alstom/Herzog - Heavy Maintenance	\$3,360,000	\$2,800,000	\$3,259,873
Banking, Merchant, and Armored Car Services	\$230,000	\$191,667	\$95,354
Station and Onboard Security	\$1,540,000	\$1,283,333	\$1,081,655
PTC O&M (Herzog & Alstom)	\$11,000,000	\$9,166,667	\$8,587,136
<b>Subtotal - System operating costs</b>	<b>\$68,504,191</b>	<b>\$57,936,826</b>	<b>\$53,974,583</b>
Consultant Support	\$11,000,000	\$9,166,667	\$8,769,817
<b>TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT</b>	<b>\$81,504,191</b>	<b>\$67,103,493</b>	<b>\$62,744,400</b>

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

## OPERATING REVENUE

## ANNUAL BUDGET

## FISCAL 25/26 YTD April 30th, 2026

BUDGET	ACTUAL
--------	--------

Farebox revenue	
CSX usage fees	
Amtrak usage fees	
FCEN usage fees	
Right-of-way lease revenue	
Ancillary revenue	
<i>Subtotal - System revenue</i>	

\$2,028,122
\$3,043,040
\$1,359,847
\$25,996
\$159,600
\$614,947
<b>\$7,231,553</b>

\$1,690,102	\$1,955,412
\$2,535,867	\$2,397,259
\$1,133,206	\$1,311,367
\$21,663	\$32,569
\$133,000	\$197,673
\$512,456	\$187,463
<b>\$6,026,295</b>	<b>\$6,081,744</b>

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

\$7,145,970
\$4,600,000
\$4,755,500

\$7,145,970	\$7,145,970
\$4,600,000	\$4,600,000
\$4,755,500	\$4,755,500

## TOTAL OPERATING REVENUE

**\$23,733,023**

<b>\$22,527,764</b>	<b>\$22,583,213</b>
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# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

OPERATING COSTS, AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 25/26 YTD May 31st, 2026	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$13,033,341	\$14,278,420
Alstom - Maintenance	\$17,239,721	\$15,803,078	\$15,598,129
Alstom - Incentive / Disincentive	\$1,572,896	\$1,441,821	\$1,100,637
moovel Fare Collection O&M	\$1,200,000	\$1,100,000	\$431,605
Herzog - Signal Maintenance of Way	\$4,353,384	\$3,990,602	\$3,881,872
WiFi and APC O&M, Cellular for Comms	\$285,000	\$261,250	\$244,818
LFA Marketing DTS Technology, Witronix	\$105,000	\$96,250	\$479,240
Greens Energy - Fuel	\$3,800,000	\$3,483,333	\$2,990,428
Gallagher - Insurance	\$5,100,000	\$4,675,000	\$4,439,866
Amtrak/Alstom/Herzog - Preventative Maintenance	\$4,500,000	\$4,125,000	\$1,229,249
Amtrak/Alstom/Herzog - Heavy Maintenance	\$3,360,000	\$3,080,000	\$5,216,143
Banking, Merchant, and Armored Car Services	\$230,000	\$210,833	\$95,763
Station and Onboard Security	\$1,540,000	\$1,411,667	\$1,181,081
PTC O&M (Herzog & Alstom)	\$11,000,000	\$10,083,333	\$9,458,235
<b>Subtotal - System operating costs</b>	<b>\$68,504,191</b>	<b>\$62,795,508</b>	<b>\$60,625,487</b>
Consultant Support	\$11,000,000	\$10,083,333	\$9,840,546
<b>TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT</b>	<b>\$81,504,191</b>	<b>\$72,878,842</b>	<b>\$70,466,032</b>

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

OPERATING REVENUE	ANNUAL BUDGET	FISCAL 25/26 YTD May 31st, 2026	
		BUDGET	ACTUAL
Farebox revenue	\$2,028,122	\$1,859,112	\$2,176,372
CSX usage fees	\$3,043,040	\$2,789,454	\$3,021,655
Amtrak usage fees	\$1,359,847	\$1,246,527	\$1,438,251
FCEN usage fees	\$25,996	\$23,830	\$44,504
Right-of-way lease revenue	\$159,600	\$146,300	\$199,633
Ancillary revenue	\$614,947	\$563,702	\$188,667
<i>Subtotal - System revenue</i>	<b>\$7,231,553</b>	<b>\$6,628,924</b>	<b>\$7,069,082</b>
FTA §5307 - Urbanized Area Grant Funds	\$7,145,970	\$7,145,970	\$7,145,970
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
<b>TOTAL OPERATING REVENUE</b>	<b>\$23,733,023</b>	<b>\$23,130,394</b>	<b>\$23,570,551</b>