



# CENTRAL FLORIDA COMMUTER RAIL COMMISSION

☆☆☆ MARCH 26, 2026





## Central Florida Commuter Rail Commission

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**Date:** March 26, 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 January 22, 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**
  - SunRail Technical Advisory Committee (TAC) Update – Crissy Martin, Chair
  - SunRail Customer Advisory Committee (CAC) Update – Luis Nieves-Ruiz, Chair
  - Agency Update - SunRail Rail Administration Manager – David Cooke
  - Connectivity
    - LYNX Update – Carl Weckenmann
    - Votran Update – Bobbie King
- VII. Discussion Items**
  - Transition Workshop Update – Stephanie Griffin Mateo, Kaplan Kirsch



## Central Florida Commuter Rail Commission

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### VIII. Action Items

- Approval to add Harrison Moulton (Associate Attorney, Kaplan Kirsch)
- LFY 26-27 Budget Presentation – Lorie Bailey-Brown & Jose Fernandez
- Approval of the LFY 26-27 Tentative Budget for the CFCRC contingent upon approval of the local funding partner’s governing boards
- Ratification of CAC Member
  - Patrick Austin – Seminole County

### IX. Board Member Comments

### X. Other Business

- Next Meeting – April 23, 2026

### XI. Adjournment

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Roger Masten, FDOT/SunRail Title VI Coordinator, 801 SunRail Drive, Sanford, FL 32771, by phone at 321-257-7161, or by email at [roger.masten@dot.state.fl.us](mailto:roger.masten@dot.state.fl.us) at least three business days prior to the event.*

# Central Florida Commuter Rail Commission Meeting

January 22, 2026  
1:30 p.m.  
LYNX Admin. Building  
455 North Garland Ave.  
Orlando, FL 32801

## Attendees:

Chair Commissioner Amy Lockhart, Seminole County  
Vice Chair Mayor Buddy Dyer, City of Orlando  
Secretary Mayor Jerry Demings, Orange County  
Board Member Chair Jeff Brower, Volusia County

## Minutes

<b>The meeting was called to order by Chair Lockhart at 1:30 PM</b>	
<b>Pledge of Allegiance and Confirmation of Quorum</b>	
<b>Approvals:</b>	<b>Presenter:</b> Chair Lockhart
<ul style="list-style-type: none"><li>Adoption of the meeting minutes from October 23, 2025 Board Meeting and December 4, 2025 Public Workshop passed unanimously.</li></ul>	
<b>Public Comments:</b>	<b>Presenter:</b> Chair Lockhart
<ul style="list-style-type: none"><li><b>Trinidad Mestre, 2000 Hillcrest Avenue, Orlando, FL:</b> I'm a 33 year resident in Orange County and Orlando, and I am 77 years old. The mayor calls Orlando the city beautiful. When I first arrived in this city on December 31, 1963, it was a beautiful city and a metropolis. I grew up in New York and New Jersey for the first 30 years of my life, and have lived my remaining years here. I'm a community advocate. I have no sympathy for anything that is not good and is not for people who need help. You will not see me praising anything unless it's something that really deserves praise. Having said that and establishing my residency, I go to many meetings and do my due diligence for the taxpayers and workers. I am happy with the railroad transportation, which is very seldom for me to say so. Not everything is bad, and I want to say thank you for the improvements, but there must be something more because a lot of people don't have vehicles. I have five people that had to go for very special reasons to Miami. One almost had an accident because couldn't pay for a hotel. I'm advocating for special fares for people with disabilities. The fares are concurrent with what it costs anywhere. I'm not familiar with it, and I don't use the rail. Is it possible to do a special fare for people who are not executives traveling for business and are people on a fixed income? I am advocating for a special fare for those people because they do have to go to the areas where SunRail services, and they say it's so expensive.</li><li><b>Amy Lockhart:</b> Thank you very much for being here this morning, and you are never out of line for advocating for what you believe in.</li><li><b>Brent Ho, 940 W. Canton Avenue, Winter Park, FL:</b> I take SunRail five times a week and I've been following the efforts to expand the service, especially the weekends. On the July weekends, there are a couple of options for weekends that we're looking into either purchasing rolling stock for \$62,000,000 or leasing them for \$3,000,000 a year and then \$17,000,000 to get more cab cars. I don't know if you are already looking into it, but the North Star Commuter Line in Minnesota just discontinued their service due to low ridership. I checked their rolling stock, and they have the same cars as SunRail – by Motive Power 36 locomotives and Bombardier bi-</li></ul>	

level coach cars. I was wondering if we were looking into inexpensively purchasing their cars because they are already made right.

- **Amy Lockhart:** Thank you for being here and for your suggestion. Mr. Cooke, would you like to address that?
- **David Cooke:** Yes, we have been looking into the opportunities to lease locomotives as well as outright purchases and the time it takes. I believe those specific vehicles he mentioned have already been spoken for, but we continue to investigate the expansion of the fleet. Obviously, there's additional cost that would have to come back to the Commission for those vehicles, as well as any additional service.
- **Amy Lockhart:** So, we did look at those specific vehicles from that area and unfortunately it sounds like they were already spoken for to get them inexpensively. Maybe we'll just keep our eyes out for other opportunities.

**Reports – Technical Advisory Committee**

**Presenter:** Crissy Martin

- We don't have a new update for the TAC because we have not had a new meeting yet this year. However, I do want to encourage everyone to come to our next meeting on February 11, 2026, from 1:30 to 2:30 p.m. right here at the Lynx office.

**Reports – Customer Advisory Committee**

**Presenter:** Luis Nieves-Ruiz

- I'm happy to report that we did have a very successful meeting on January 15, 2026, with a quorum. We have some really committed new members.
- We had updates from different providers including SunRail, LYNX, and Votran.
- We also had a marketing update from Mark Calvert with Evolve. It was interesting because again, most of the people who were surveyed were people who use the train for leisure not for commuting, which is something we have discussed before.
- We did have elections, and I will be serving my 3<sup>rd</sup> and final year as CAC Chair. Jared Ruiz, from Osceola County, will serve as Vice Chair.

**Reports – Agency Update**

**Presenter:** David Cooke

- In November 2025, we had our Buy One, Give One (BOGO) Black Friday event.
  - Our ridership that day was 5,452 riders.
  - We surveyed 530 of those riders and found 88% were leisure riders.
  - 76% were riding with a family member, and 19% were riding with a friend.
  - 61% of the riders were aware of the BOGO promotion.
  - Most importantly, 36% were first time riders.
  - Typically, we have a higher capture rate once people try the service. So, it was a great opportunity to have those people who may not have ridden as usual.
- We've been promoting our evening service expansion pursuing this as an opportunity to promote these trains for both leisure riders and extended opportunities for commuters in the later evening window. We are seeing higher ridership especially on game nights where people are using the trains during that window.
- December Marketing Initiatives: Our December marketing initiatives focused on seasonal community events and activities along the corridor and included our Winter Passport Booklets, which were very popular especially with the younger generation. We also provided a convenient way to get to the Staff DNA Cure Bowl and the Cheez-It Bowl games, which were weekday games this year.
- Average Daily Ridership: Our average daily ridership for November and December was 5,294 riders.

- 2025 was another great year where we served over 1.3 million riders last year and looking forward to even more this year.
- On-Time Performance (OTP): Our OTP during the month of December was 87%.
- On-Demand Connectivity: We have created a new web page dedicated to promoting the use of on-demand connectivity with the various services that are being provided along the corridor – whether that's Scout, VoRide, Ride DTO, or Freebie in downtown Kissimmee.
  - We're providing a "How-to" series of videos on our website so that people can get familiar with using those services and the convenience and affordability of connecting with those services.
- **Amy Lockhart:** I did note on the last bullet on that slide, it said hours of service will be key to supporting new late-night trains. Are you working already with each of those providers to make that happen?
- **David Cooke:** Yes.
- **Amy Lockhart:** Okay, so it's in the works and they know we are counting on them.
- **David Cooke:** Yes.

**Reports – LYNX Connectivity**

**Presenter:** Carl Weckenmann

- LYNX Feeder Bus: For November, we had a 1% increase up to 1,900 boardings and alightings daily. For December, we had a 6% increase to just over 1,800 boardings and alightings at the various stations. About half of that is at the two stations, Sand Lake Road and Winter Park.
- LYNX Feeder Bus – Phase II Routes: we had a 13% decrease in our fixed route to about 24,000 total monthly riders and a 25% increase in the Neighbor Link to 1,200 riders.
- LYNX Sand Lake SunRail to Airport: For November, the airport ridership increased 14%. For December, we had a 3% decrease in our fixed route up to 25,000 and a 40% increase in our Neighbor Link service to 1,500 and then a slight decrease in the routes serving the airport.
- Some of the decreases in the bus service for Phase II routes and increases in the Neighbor Link are due to the discontinuation of Route 155 and replacement with the Neighbor Link service at the Tupperware Station.

**Reports – Votran Connectivity**

**Presenter:** Bobbie King

- Bus Service - DeBary Station: December was a good month for us. Unfortunately, we found that October and November's data was incorrect, but 1,000 riders a month is above average, so December's numbers were very well.
- VoRide Service – For both stations, we had an increase in December. We're happy with the increase in ridership on VoRide, especially since the DeLand Station now is only served by VoRide and that has been going very well.
- Bus Service – DeLand Station: This will be our last reporting on what we did have available to DeLand Station, which was another bus route. That service was discontinued in December due to low ridership; and therefore, implemented a pre-booking option for our VoRide service at that station instead.

**Reports – Transition Workshop Update**

**Presenters:** David Cooke / Stephanie Griffin-Mateo

- First up, we're going to have a short overview from Kaplan Kirsch on the transition update from our December Workshop. There were some items that they were requested to come forward with. I just emphasize that this is a starting point and looking at the organizational structure as well as the schedule and timeline for that to occur. Our second item will be our 2026 marketing initiatives that Mark Calvert will present to the Commission.
- At the close of the transition work session held with the Commission in December 2025, our firm was directed to provide two deliverables for consideration to the Commission. Both of those are included in the board meeting materials for today. The first of which is a preliminary

schedule for a review of what we call the CFCRC interlocal and foundational agreements. Those agreements include the interlocal governance agreement, the local funding agreement, the interlocal operating agreement and joint use agreements, the operations phasing agreement, and then the class of agreements we refer to as other railroad agreements, along with all amendments to those documents. The schedule contemplates a three-phased approach to review, each phase taking approximately one month and incorporating not only our legal review for alignment with current operating circumstances, the transition requirements as we see them today and assumptions of operations that maybe need to be adjusted to reflect current realities, but also meeting with the staff of the local partners to validate our assumptions and provide input and feedback. Ultimately culminating for each phase in a deliverable to this Board of suggested revisions to these agreements for consideration and approval. Upon such approval, the schedule contemplates that we will then proceed with drafting the requisite language that would reflect those revisions. The schedule is a three-month schedule. If we start in February, it will take us through the end of April. We have also included an optional phase to begin review of third-party operational agreements currently held by FDOT for operation of the SunRail system. In socializing this schedule, we had received feedback that instead of having that review take place at the end of this schedule, it was suggested that we make that concurrent with the other three phases that we have laid out here. We are happy to do that if that meets the expectations of the Commission. The schedule and review itself are part of the services that the Commission approved in our engagement letter, and so it already forms part of the mandate that the Commission has voted on to designate to our firm. We did want to provide the schedule in a little more depth just to ensure that we are all aligned with the next steps.

- **Amy Lockhart:** Thank you very much. A lot of work ahead, a lot of work already completed.
- **Stephanie Griffin-Mateo:** For the second deliverable, we were also requested to provide an initial organizational chart that did reflect some of the recommendations that we made at the transition work session. Very briefly, the organizational chart is self-explanatory. It contains boxes on the front that reflect the positions identified by the Commission's prior consultant, WSP, with a little different organizational structure built in than what was proposed in the WSP report. The blue boxes on that org chart reflect top line executive staff that we had suggested report directly to this board, and that recommendation aligns with feedback we received from both the FTA as well as governance structuring and leveraging our own experience with other commuter rail operators who typically have that frontline staff reporting directly to the operational board, should the CFCRC decide to transition to an operational board through assuming services FDOT is currently providing. The inputs used to develop this organizational chart contained on the second page, there's an explanation of the foundations of the org chart and what it was intended to convey. We are happy to address any questions, concerns, or considerations as the Commission moves through reviewing the document.
- **Amy Lockhart:** Thank you. This is going to be a good visual and foundational document, good, bulleted document for us to move forward, making decisions in the future. It's super helpful to have it on paper in front of us as we're having conversations.

#### **Reports – 2026 Marketing Initiatives**

**Presenter:** Mark Calvert – Evolve

- Recap Important 2025 Milestones
  - Ridership: As David Cooke discussed earlier, ridership was over 125,000 more customers than 2024, representing just over 9% which equates to just over 1.3 million.
  - Expanded Service: The extended late night service started in December, so we couldn't really get our feet wet with ridership opportunities, but it did provide some very important information we're excited about for 2026.
  - America 250 Celebration: We kicked off the America 250 Celebration, which provided a wonderful foundation for initiatives you'll see in the next year.
  - Legacy Alerts to Mobile App: We transferred the legacy alert system to the mobile app. It's all about efficiency and simplicity. Mobile ticketing has been a tremendous asset for this system. One of the initial functions of the app was it couldn't deliver alerts to our

riders. Fortunately, most of our riders have the legacy app and so their phones still receive those alerts. One of the things we did this past year is that we were able to sunset the legacy and transfer that function over to the new mobile app. Moving forward, one app, all the functions necessary to have a successful riding experience.

- Statewide Award for “Get a Clue” Safety Campaign: We won the best in marketing. It was a great campaign, and it was extremely successful and that's what's most important.
- We executed 20 marketing campaigns, over 85 group rides sold, 63 safety presentations, and 12 business commuter presentations. The interesting thing about that is majority of them were in the second part of the year and so we were talking and hearing a lot that people are getting their employees back into the office, which I think we could all agree is important. We started to see that, and we had some incredible lessons learned which affected what our strategies were for 2026.
- The one bullet we don't have up there is that we exceeded 73,000 followers on our social media channels. Why that's so important is when we want to do these initiatives between our earned media, our social media followers and our alliance marketing, we can successfully deliver marketing and ridership campaigns at a low to no cost to this system, which is important and something we're very proud of.
- 2026 Marketing Objectives
  - 10% Increase In Ridership: As far as 2026 and what we can expect is a 10% ridership is our goal. That's going to set us right around 1.45 million. I think we can break our 1.5 million threshold. Back in 2019, before the pandemic it was 1.574 million and I believe it's our record. It's something that I think we can realistically achieve.
  - Streamline Commuter Benefits Program: What we learned with those 12 commuter rider presentations as it relates to small business, our commuter benefits program, although good, it's a little clunky. If you have a dedicated individual in your organization that does nothing but HR all day long it works, but for your small businesses that may be 20 or less people where your HR director wears a lot of hats, it was becoming too much. We've been working with FDOT to develop some models to say, “Instead of these eight steps, here's some recommendations. Can we streamline it down to four?” Small business is going to yield about 8 to 10 riders. If we can simplify the system, it's not a matter of one business, it's a matter of 101 businesses and this is really what the system is built for.
  - Refocus Efforts on Commuters: We've cracked the code as far as leisure ridership. We know what resonates. We know when ridership is at its peak and through our partnerships, we've done a tremendous job in attracting those leisure riders. Now, with the trend of businesses getting people back into the office, we've got several different initiatives to go back, speak to them and really focus on the commuter rider. One of the things that we are going to put in place is what we call a commuter lounge, which is a very flexible space. It can be for your larger hospitals. It can be a designated area with HR. For your smaller businesses it can be a forfeit linear area where people can understand on a consistent basis the benefits that riding SunRail brings to their commute every day. The best way we can convert people from their vehicle over to SunRail is if we're in front of them daily, and this is one of the ways we can do it.
  - Support On-Demand Connectivity Services: That's what success is for SunRail, for any of our partners, is really listening to what the riders need, understanding what challenges are, and coming up with solutions. They appreciate the interest, the concern and the results. That's something we're incredibly proud to work with FDOT on.
  - Drive Late Night Partner Programs: This was our learning in December with the Orlando Magic. The P342 northbound used to not exist. So, the Orlando Magic would pay for that service, plus they would pay for the tickets. It was just a prepaid group sale, so they could then say to their fans, ride SunRail and show your ticket and your ride is for free because they already paid for it. We're not offering any discount. That \$1,000.00+ was just out of the budget of maybe some of our other entertainment venues. Well, now the service is

there. So that comes off the table. We're talking to people; it's about \$250. Now the conversation is with the Solar Bears, that was a barrier before the larger ones, Orlando City, Dr. Phillips Performing Arts Center, that one's a little bit tricky. The NFL, if you've been following that schedule, (it's not out yet), but they're really promoting Friday Night Football and it's played at the soccer stadium. These are the opportunities for us to fill up our calendar with these special events because as we showed you, P342, you're anywhere between 30 to 60 people, but on game nights it's 150 to 180 people. These programs are really going to make a substantial difference to our ridership next year. It's a big milestone.

- Celebrate America 250: We're not ready to really say what the proposal is for Celebrate America 250, but it's going to involve everybody, and I guarantee you'll be very proud of the initiative.
- Expanded Safety Campaigns: Last year, it was great to win awards, but we need to be out front even more. Some of the things you learn by working at the grade crossings with our first responders – first, they're phenomenal and second, the innovation they share, the insights they can provide is what helps us create the campaigns that truly speaks to the audience or the issue. These campaigns with our first responders are truly invaluable to the system.
- Sell 125 Group Sales: I just told Mike Carmen we sold three group sales each one all on the same day to our friends up in The Villages. They're coming down, bringing busloads to DeLand; they're coming to Winter Park. I wish they were spread out, but it's an amazing initiative. We don't just put them on the train and say, "hey, good luck." A lot of times they accept our offer to provide safety presentations, tell them about all the different benefits at all and unique personalities of the different stations. It's a tremendous up sale and our group rides team is second to none.
- 25 New Marketing Campaigns: I hope you got your passport books. We drove around and left them at your offices. They were asking for more. It was a wonderful opportunity for our ambassadors to engage with our riders outside of "what can I help you with or where you're going today." That's why I think the ambassadors do such a phenomenal job because it's personal for them.
- Target New TOD Opportunities: It's great with all the TOD developments and I know the benefits to the counties, but the narrative needs to be addressed. If you're going to downtown UCF campus and you don't want to live in a dorm, look at Tupperware. Let me tell you about Maitland, Lake Mary, Longwood, where you can live in these wonderful apartments right along the line and still come down to LYNX Central. It's a free ride on the Orange LYMO, and they circulate every 12 minutes. It's a wonderful opportunity for us to tell the SunRail story to an audience that is not the traditional commuter or leisure rider. All these together on top of the new digital opportunities that seem to be presenting themselves on a weekly basis is how we're going to get to 1.5 million riders this year.
- **Amy Lockart:** I will have some follow-up questions on more details, but I will not bore the rest of the Board with those questions.

#### **Action Items**

- **Ratification of CAC Members**
  - Anne-Marie Thomas (City of Orlando), Carlos Perez Rivera (City of Orlando), and Paul Satchfield (Volusia County)
  - Motion and second made and passed unanimously.
- **Election of Officers** **Presenter:** Stephanie Griffin-Mateo
  - We need to have nominations for Chair, Vice Chair, and Secretary for the next annual term. If we intend to follow the historical rotation, Mayor Dyer would move into the Chair position, Mayor Demmings would move into the Vice Chair position and Commissioner

Janer would move into the Secretary position. In Commissioner Janer's absence, we can go ahead and proceed with that rotation, there is nothing that prevents that. If the Commission agrees, we can move forward to continuing with the election process. Hearing no objections, we can begin with the nominations for Chair. Is there a nomination for the Chair position?

- Chair Amy Lockhart nominated Mayor Dyer, motion passed unanimously.
- Mayor Demings nominated for Vice Chair, motion passed unanimously.
- Chair Amy Lockhart nominated Commissioner Janer for Secretary, motion passed unanimously.

#### **Board Member Comments**

- **Amy Lockhart:** Mayor Dyer, I think you're going to have a busy year being the Chair of LYNX, SunRail, and the Expressway Authority. I do want to thank some people if I could take this time to run through a couple of the things we did this year. I'm sure the mayor has some items he would like to talk about moving forward to looking at next year. This was a busy and really accomplished year for this Board and for our teams. I just want to thank all of you so much because there were some heavy lifts, and we brought on some new team members to be a part of it. A year in review, some highlights. We expanded service hours by utilizing those existing dead heads. Thank you to our FDOT team for helping us make those wonderful late-night trains happen. We have Kaplan Kirsch now on board for our legal counsel for the CFCRC. We amended the Locally Funded Agreement. That was significant and not an easy thing to do with all the different organizations involved, so kudos to everyone who was a part of that. The Finance team was able to accomplish executing those required payments and establish the foundation for an accounting system. We didn't even have an accounting system last year, so that was an amazing accomplishment. Then preparing for the FY25/26 budget we're operating under now. The first budget we had where we were the funding partners, we were writing checks; this year that was the change and something new we had to work through. Great work by the team. The Transition team conducted multiple meetings with FTA to gain clarity and guidance on the organizational structure we'll be looking toward in the future. Thank you again to Kaplan Kirsch for representing the CFCRC in those transition meetings and coming back with confirmation on things and some new insights that were helpful. Facilitated at the Board Workshop that was led by Kaplan Kirsch so we could be educated on all the variety of educational models, again with some of that new insight coming from FTA, different considerations for transition, ways that we could protect federal funding and look at new opportunities including direct recipient status, asset ownership, and flow of funds all of those very important things we covered this last year. We developed a schedule to review governing documents moving forward to support the transition as it progresses. One of the biggest things which I think was way forward into the future, and I know Mayor Dyer is a huge proponent of the Sunshine Corridor, getting that P&DE Study to go forward so we can look at how we're going to get to the airport; incredibly important. I just want to thank the Working Group leadership team – Lori Bailey-Brown from Seminole County who led our finance team; Brijesh Patel, who's from our Seminole County Attorney's office; David Cooke, our operational team leader; and John Slot, who worked as our Working Group chair last year from Seminole County. It was a great year. I'm very grateful and proud of everyone and looking forward to turning over the reins to Mayor Dyer.
- **Buddy Dyer:** Commissioner Lockhart, we would like to thank you for your leadership for the past year.

**Next Meeting:** February 26, 2026, at 1:30 PM, Lynx Central Station Admin. Building  
Meeting Adjourned at 2:08 PM



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

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# APPROVAL

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ADOPTION OF JANUARY 22, 2026  
MEETING MINUTES





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# PUBLIC COMMENTS

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# REPORTS

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## **A. TECHNICAL ADVISORY COMMITTEE**

City of Orlando, Chair

## **B. CUSTOMER ADVISORY COMMITTEE**

Luis Nieves-Ruiz, Chair

## **C. AGENCY UPDATE**

David Cooke

## **D. CONNECTIVITY**

LYNX Update – Carl Weckenmann

VoTran Update – Bobbie King





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# TAC CHAIR'S REPORT

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CITY OF ORLANDO





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# CAC CHAIR'S REPORT

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LUIS NIEVES-RUIZ





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# AGENCY UPDATE

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DAVID COOKE



# SUNRAIL MARKETING

Engaging Campaigns to Promote Ridership



- ✓ Valentine's Day themed promotion event attracted **over 5,300 riders.**
- ✓ **Presidents' Day Campaign** with interactive activity sheet and limited-edition commemorative stickers attracting **more than 6,300 riders.**
- ✓ **Developed Regional Partnerships** to promote Spring Break ridership
  - Created dedicated landing pages
  - School outreach programs
  - Group Sales promotions
  - Social media blitzes



# LATE NIGHT SERVICE HIGHLIGHTS

Growing Ridership with Expanded Service



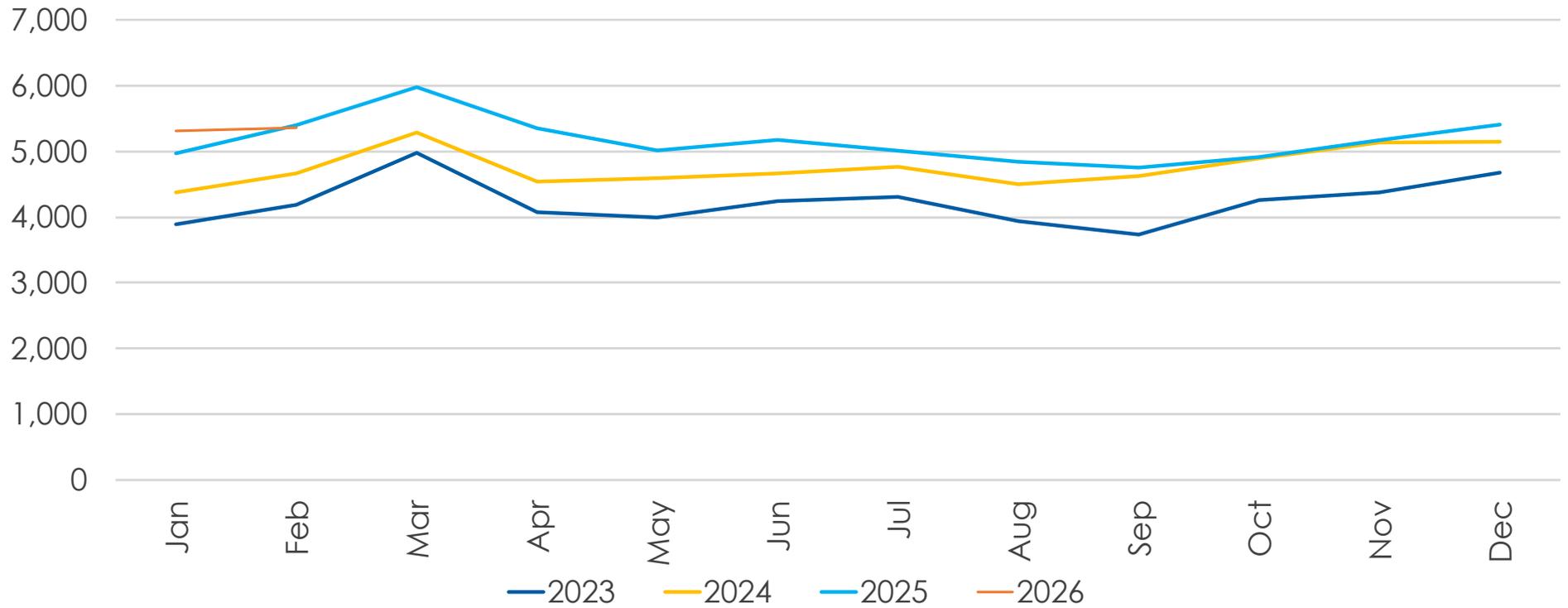
- ✓ Magic game night trains P341 and P342 is **114% higher** compared to non-game nights.
- ✓ Over **3,400 additional riders** on the P341 and P342 trains year-to-date.
- ✓ Social media top performing post - late night service for Orlando Magic home game.
  - Impressions - **257% increase**
  - Engagement - **307% increase**
  - Engagement rate - **14% increase**



# AVERAGE DAILY RIDERSHIP



January - February 2026 Average – 5,341



# ON-TIME PERFORMANCE

February 2026

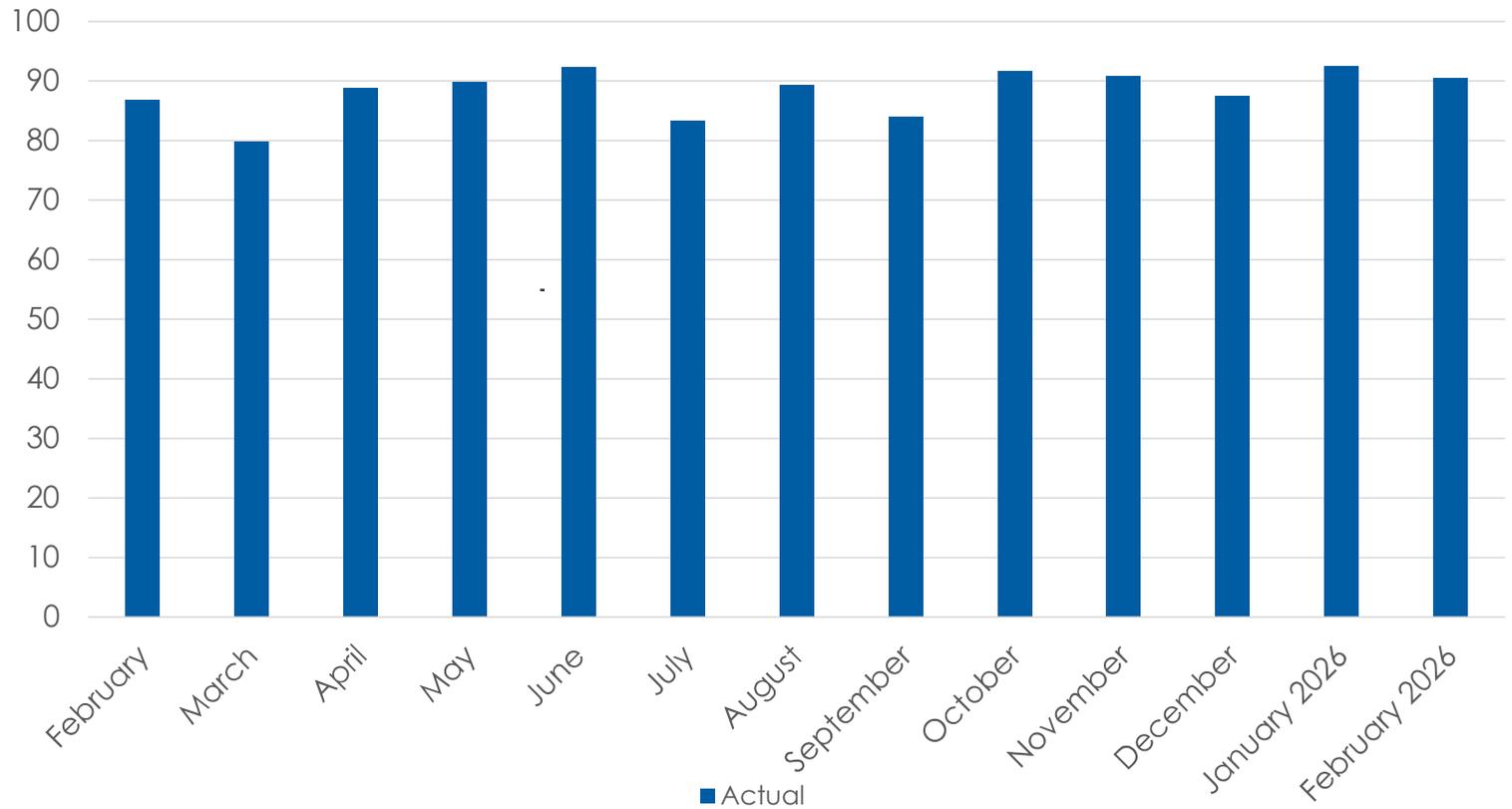
CONTRACT GOAL = 95%

CONTRACT = 98.45%

ACTUAL = 90.48%



- ✓ 20 Operating Days
- ✓ Ran 840 Tains





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# LYNX CONNECTIVITY

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CARL WECKENMANN - LYNX





# LYNX CONNECTIVITY



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

LINK	January		Change	% Change
	FY25	FY26**		
18	19,325	17,073	(2,252)	-12%
418	4,394	5,408	1,014	23%
306	1,930	2,239	309	16%
804	298	530	232	78%
831	1,036	1,041	5	0%

\* Link 604 was renumbered to Link 804 in December 2024. \*\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	Average Daily Boardings		Change	% Change
	Jan-25	Jan-26		
11, 42, 111/311	108	122	14	13%

# LYNX CONNECTIVITY



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

LINK	February		Change	% Change
	FY25	FY26*		
18	19,179	17,086	(2,093)	-11%
418	5,633	5,457	(176)	-3%
306	2,236	2,315	79	4%
804	467	440	(27)	-6%
831	1,153	1,188	35	3%

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

LINK	Average Daily Boardings		Change	% Change
	Feb-25	Feb-26		
11, 42, 311	103	95	(8)	-8%



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# VOTRAN CONNECTIVITY

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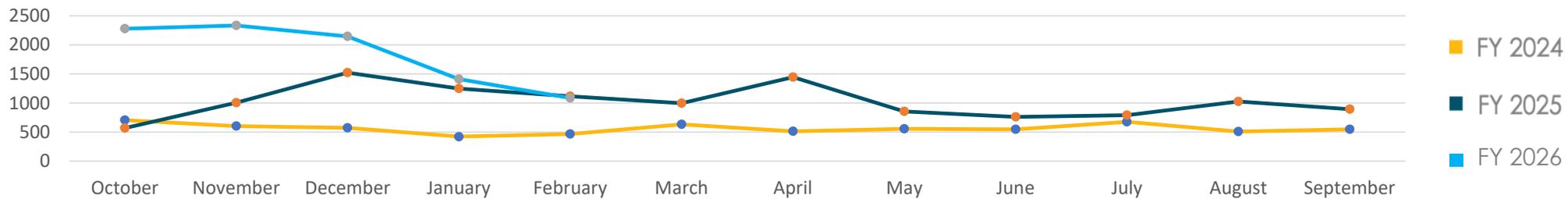
BOBBIE KING - VOLUSIA COUNTY



# VOTRAN CONNECTIVITY - DEBARY



Activity at DeBary Station	Fiscal year 2025												Annual 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	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 Daily Average
	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								64
Total Monthly Ridership	2,278	2,332	2,145	1,410	1,087								5,635
Avg Daily Ridership	99	123	98	64	54								269



# VORIDE - SUNRAIL CONNECTIVITY



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

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	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 Daily Average
	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								106
Total Monthly Ridership- DeBary	93	81	92	115	92								473
Total Monthly Ridership- DeLand	166	68	210	247	334								1,025
Total Monthly Ridership- Both Stations	259	149	302	362	426								1,498
Avg Daily Ridership	12	8	14	17	21								14

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



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# DISCUSSION ITEM

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Transition Workshop Update  
Stephanie Griffin Mateo,  
Kaplan Kirsch





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# ACTION ITEMS

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# APPROVAL TO ADD HARRISON MOULTON

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ASSOCIATE ATTORNEY

KAPLAN KIRSCH





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# LFY 26-27 BUDGET PRESENTATION

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LORIE BAILEY-BROWN

JOSE FERNANDEZ





# CFCRC Tentative Budget FY 2026-2027

☆☆☆ March 26, 2026



# FY 26-27 Budget Overview Consolidated FDOT/CFCRC



## **CFCRC Tentative Budget Presentation**

- FDOT Operating Expenses
- FDOT Capital Maintenance Expenses
- FDOT CFCRC Expenses
- FDOT Revenues
- CFCRC Revenues
- Local Funding Partner's Contributions
- Recommendation

# FY 26-27 Budget Overview Consolidated FDOT/CFCRC



## Budget Overview - Expenses

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
FDOT Operating Expenses	\$ 89,833,561	\$ 81,504,191	\$ 8,329,370	10%
FDOT Capital Maintenance	12,330,970	19,113,401	(6,782,431)	-35%
CFCRC In House Operating	1,002,380	503,600	498,780	99%
CFCRC Reserves	6,500,000	8,500,000	(2,000,000)	-24%
<b>Total</b>	<b>\$ 109,666,911</b>	<b>\$ 109,621,192</b>	<b>\$ 45,719</b>	<b>0.04%</b>

# FY 26-27 Budget Overview

## FDOT Operating



### Summary of Operating Expenditure Changes Between FY 2026-27 and FY 2025-26

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Heavy Vehicle Maintenance	9,965,613	3,360,000	6,605,613	197%
Preventative Maintenance	2,180,000	4,500,000	(2,320,000)	-52%
Operations/Maintenance	35,297,530	33,030,807	2,266,723	7%
Technology	950,000	105,000	845,000	805%
Train Wash Services	513,175	-	513,175	100%
FDOT O&M Contingency	1,500,000	2,000,000	(500,000)	-25%
All Other Expenses (Detail Next Slide)	39,427,243	38,508,384	918,859	2%
<b>Total</b>	<b>\$ 89,833,561</b>	<b>\$ 81,504,191</b>	<b>\$ 8,329,370</b>	<b>10%</b>

# FY 26-27 Budget Overview

## FDOT Operating



### Expenses Consolidated

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Fare Collection	\$ 1,360,000	\$ 1,200,000	\$ 160,000	13%
Signal Maintenance	4,651,470	4,353,384	298,086	7%
Green's Energy - Fuel	3,800,000	3,800,000	-	0%
Insurance	5,400,000	5,100,000	300,000	6%
Station/Onboard Security	1,380,000	1,540,000	(160,000)	-10%
PTC	11,399,161	11,000,000	399,161	4%
Consultant Support	10,960,000	11,000,000	(40,000)	0%
Other (Wi-Fi, Comms, Banking)	476,612	515,000	(38,388)	-7%
<b>Total</b>	<b>\$ 39,427,243</b>	<b>\$ 38,508,384</b>	<b>\$ 918,859</b>	<b>2%</b>

# FY 26-27 Budget Overview

## FDOT Capital Maintenance



### FDOT Capital Maintenance

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Rolling Stock MOE & SOGR	\$ 5,500,000	\$ 5,615,000	\$ (115,000)	-2%
Track, Civil, Facilities and Stations	300,000	4,000,000	(3,700,000)	-93%
Communication Systems	1,220,000	3,298,401	(2,078,401)	-63%
Bridges, Culverts & Retaining Walls	-	1,000,000	(1,000,000)	-100%
Signal Systems	2,110,970	1,000,000	1,110,970	111%
<b>Subtotal</b>	<b>\$ 9,130,970</b>	<b>\$ 14,913,401</b>	<b>\$ (5,782,431)</b>	<b>-39%</b>
Consultant Support	3,200,000	4,200,000	(1,000,000)	-24%
<b>Total</b>	<b>\$ 12,330,970</b>	<b>\$ 19,113,401</b>	<b>\$ (6,782,431)</b>	<b>-35%</b>

# FY 26-27 Budget Overview Total (FDOT and CFCRC)



## Summary of CFCRC Expenses Changes between FY 2027 and FY 2026

Description	FY 2027 Tentative Budget	FY 2026 Budget	\$ Change	%Change
CFCRC In-House Operating	\$ 1,002,380	\$ 503,600	\$ 498,780	99%
CFCRC Reserves	6,500,000	8,500,000	(2,000,000)	-24%
<b>Total CFCRC Expenditures</b>	<b>\$ 7,502,380</b>	<b>\$ 9,003,600</b>	<b>\$ (1,501,220)</b>	<b>-17%</b>
<b>Total Operating, Capital, and CFCRC</b>	<b>\$ 109,666,911</b>	<b>\$ 109,621,192</b>	<b>\$ 45,719</b>	<b>0.04%</b>

# FY 26-27 Budget Overview

## Revenues



### Summary of CFCRC and FDOT Revenue Changes Between FY 2026-27 and FY 2025-26

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
FDOT Total Revenues	\$ 31,494,577	\$ 36,142,594	\$ (4,648,017)	-13%
CFCRC Total Revenues	78,172,334	73,478,598	4,693,736	6%
<b>Total FDOT and CFCRC Revenues</b>	<b>\$ 109,666,911</b>	<b>\$ 109,621,192</b>	<b>\$ 45,719</b>	<b>0.04%</b>

# FY 26-27 Budget Overview

## Revenue Consolidated



### Revenue - Consolidated System (FDOT)

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Farebox Revenue	\$ 2,283,981	\$ 2,211,461	\$ 72,520	3%
FDOT PTC Contribution	5,100,000	5,100,000	-	0%
ROW & Ancillary	545,695	612,475	(66,780)	-11%
FTA Grants (5307/5337)	19,047,439	19,254,480	(207,041)	-1%
CSX, Amtrak, FCEN Usage	4,517,462	4,997,777	(480,315)	-10%
Additional Capital Funding	-	3,966,401	(3,966,401)	-100%
<b>FDOT Revenues Subtotal</b>	<b>\$ 31,494,577</b>	<b>\$ 36,142,594</b>	<b>\$ (4,648,017)</b>	<b>-13%</b>

# FY 26-27 Budget Overview

## Revenue Consolidated



### Revenues - Consolidated System (CFCRC)

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
LFP Contribution	\$ 65,072,334	\$ 63,228,598	\$ 1,843,736	3%
Interest Earnings	200,000	250,000	(50,000)	-20%
Appropriated Fund Balance FDOT	3,900,000	-	3,900,000	100%
Appropriated Fund Balance Internal	1,000,000	-	1,000,000	100%
Appropriated Fund Balance SOGR	8,000,000	10,000,000	(2,000,000)	-20%
<b>CFCRC Revenues Subtotal</b>	<b>\$ 78,172,334</b>	<b>\$ 73,478,598</b>	<b>\$ 4,693,736</b>	<b>6%</b>
<b>Total Revenues (FDOT and CFCRC)</b>	<b>\$ 109,666,911</b>	<b>\$ 109,621,192</b>	<b>\$ 45,719</b>	<b>0.04%</b>

# FY 26-27 Budget Overview

## LFA Allocations Summary



### Summary of LFA Allocation Changes Between FY 2026-27 and FY 2025-26

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Volusia County	\$ 6,374,424	\$ 6,647,588	\$ (273,164)	-4.11%
Seminole County	11,255,970	11,516,626	(260,656)	-2.26%
Orange County	14,966,150	14,457,911	508,239	3.52%
City of Orlando	20,094,270	18,632,356	1,461,914	7.85%
Osceola County	12,381,520	11,974,117	407,403	3.40%
<b>Total</b>	<b>\$ 65,072,334</b>	<b>\$ 63,228,598</b>	<b>\$ 1,843,736</b>	<b>2.92%</b>

# FY 26-27 Budget Overview

## LFA Allocations



### County \ City

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
<b>Volusia County</b>	<b>\$ 6,374,424</b>	<b>\$ 6,647,588</b>	<b>\$ (273,164)</b>	<b>-4.11%</b>
Local Operating Support	5,706,278	5,396,111	310,167	5.75%
Capital Maintenance	668,146	1,251,477	(583,331)	-46.61%
<b>Seminole County</b>	<b>11,255,970</b>	<b>11,516,626</b>	<b>(260,656)</b>	<b>-2.26%</b>
Local Operating Support	10,391,064	9,896,606	494,458	5.00%
Capital Maintenance	864,906	1,620,020	(755,114)	-46.61%

Only bolded amounts are included in total on next slide.

# FY 26-27 Budget Overview

## LFA Allocations



### County \ City (continued)

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
<b>Orange County (Total)</b>	<b>\$ 14,966,150</b>	<b>\$ 14,457,911</b>	<b>\$ 508,239</b>	<b>3.52%</b>
<i>Orange County (Subtotal)</i>	<i>7,880,904</i>	<i>7,940,797</i>	<i>(59,893)</i>	<i>-0.75%</i>
Local Operating Support	7,023,365	6,334,576	688,789	10.87%
Capital Maintenance	857,539	1,606,221	(748,682)	-46.61%
City of Maitland (LOS)	1,764,307	1,711,305	53,002	3.10%
City of Winter Park (LOS)	5,320,939	4,805,809	515,130	10.72%
<b>City of Orlando</b>	<b>20,094,270</b>	<b>18,632,356</b>	<b>1,461,914</b>	<b>7.85%</b>
Local Operating Support	19,804,916	18,090,379	1,714,537	9.48%
Capital Maintenance	289,354	541,977	(252,623)	-46.61%
<b>Osceola County</b>	<b>12,381,520</b>	<b>11,974,117</b>	<b>407,403</b>	<b>3.40%</b>
Local Operating Support	11,876,465	11,028,119	848,346	7.69%
Capital Maintenance	505,055	945,998	(440,943)	-46.61%
<b>Total</b>	<b>\$ 65,072,334</b>	<b>\$ 63,228,598</b>	<b>\$ 1,843,736</b>	<b>2.92%</b>

Only bolded amounts are included in total.

# FY 26-27 Budget Overview



## CFCRC Portion of Consolidated Budget

Revenues		FY26-27 Tentative	Expenses		FY26-27 Tentative
LFP Contribution	\$	65,072,334	Payments to FDOT	\$	66,769,954
Interest Earnings		200,000	CFCRC Inhouse Operating		1,002,380
Appropriated Fund Balance		9,000,000	CFCRC Reserves		500,000
<b>Total CFCRC Revenues</b>	<b>\$</b>	<b>74,272,334</b>	State of Good Repair (Reserves)		6,000,000
			<b>Total CFCRC Expenses</b>	<b>\$</b>	<b>74,272,334</b>

# CFCRCF Tentative Budget FY26-27 Recommendation & Questions



## Portion of Presented Budget Attributed to:

Description	Amount
CFCRC (Separate)	\$ 74,272,334
FDOT Revenues (State)	31,494,577
Appropriated Fund Balance (State)	3,900,000
<b>Subtotal State</b>	<b>\$ 35,394,577</b>
<b>Total System</b>	<b>\$ 109,666,911</b>

## Recommendation:

Approve the FY26-27 Tentative Budget for the CFCRC in the amount of \$74,272,334, contingent upon approval of the Local Funding Partner's governing boards.

# Questions?



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# APPROVAL OF THE LFY 26-27 TENTATIVE BUDGET

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TENTATIVE BUDGET FOR CFCRC  
CONTINGENT UPON APPROVAL OF THE  
LOCAL FUNDING PARTNER'S  
GOVERNING BOARDS





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# RATIFICATION OF CAC MEMBER

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PATRICK AUSTIN  
SEMINOLE COUNTY





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# BOARD MEMBER COMMENTS

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# NEXT MEETING

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





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# SUPPORTING CHARTS AND DATA

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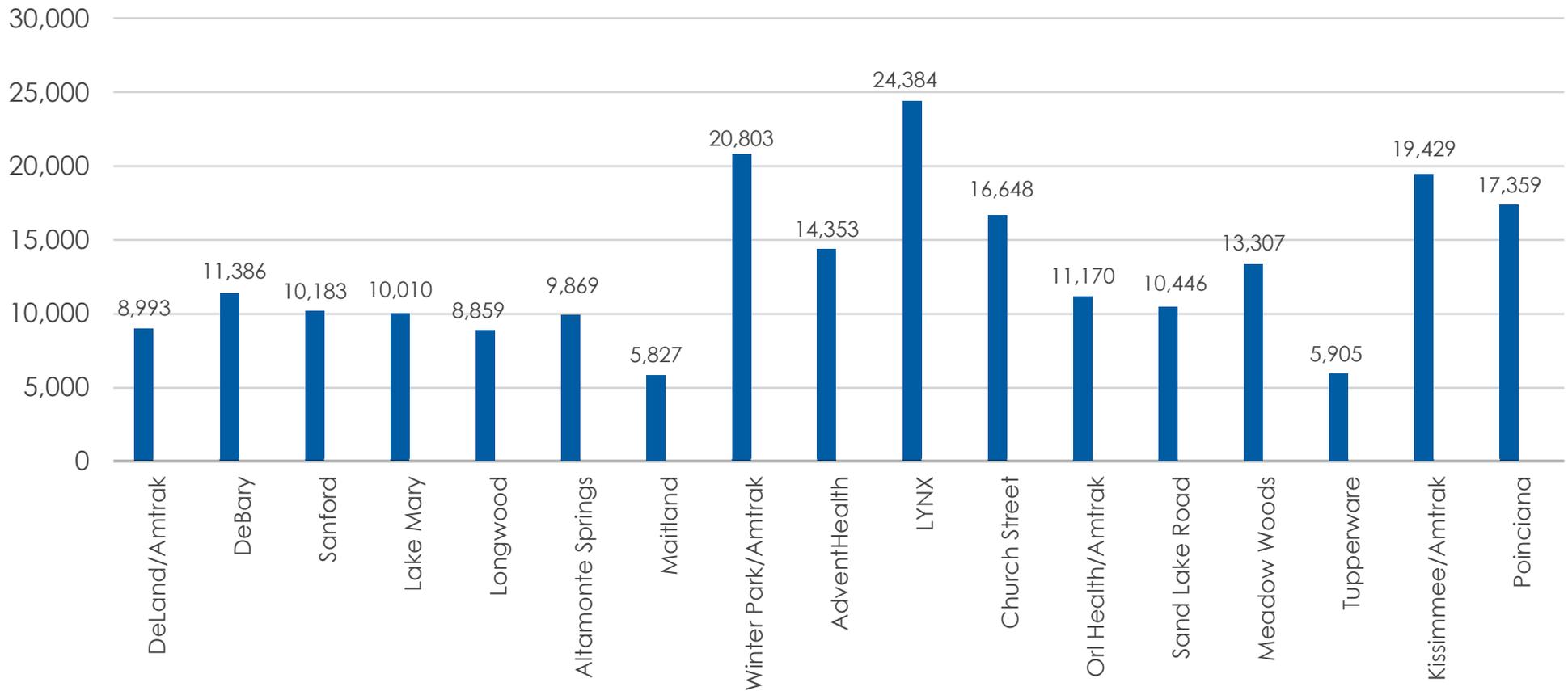




# BOARDING BY STATION

RIDERSHIP JANUARY - FEBRUARY 2026

**Total Ridership = 218,931**

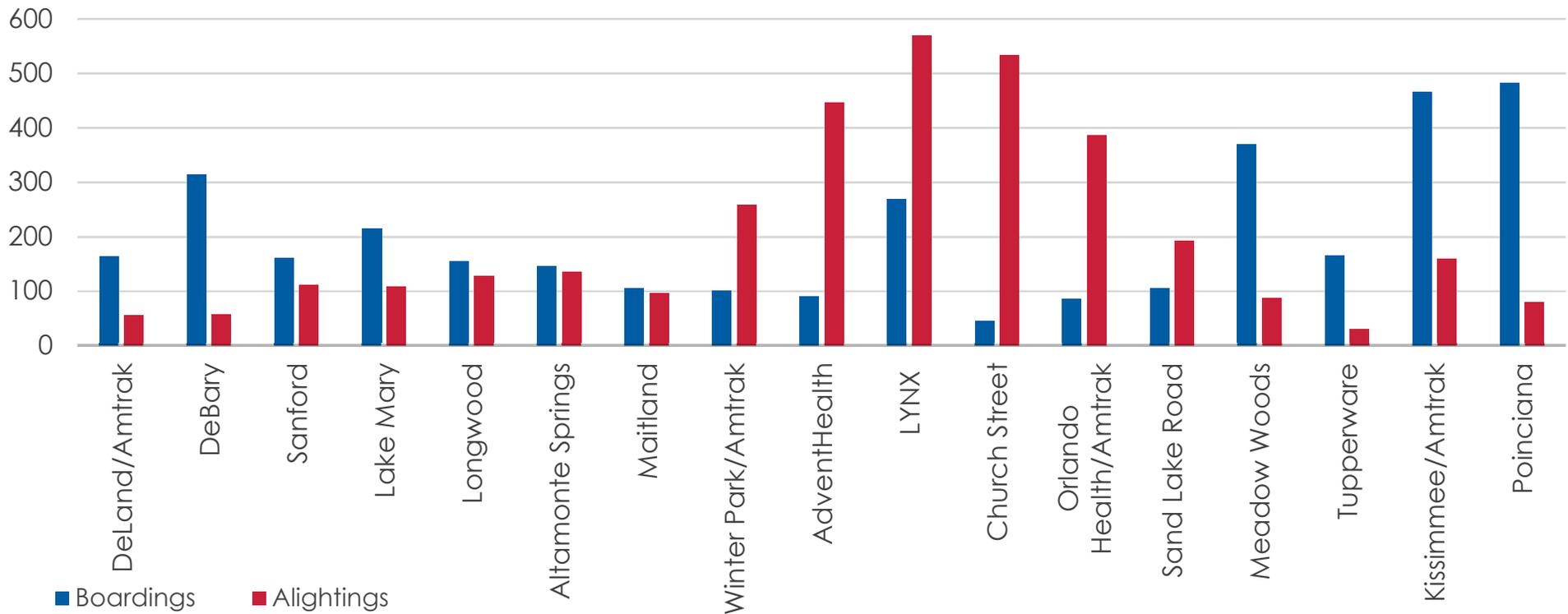


# BOARDINGS & ALIGHTINGS

JANUARY - FEBRUARY 2026



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

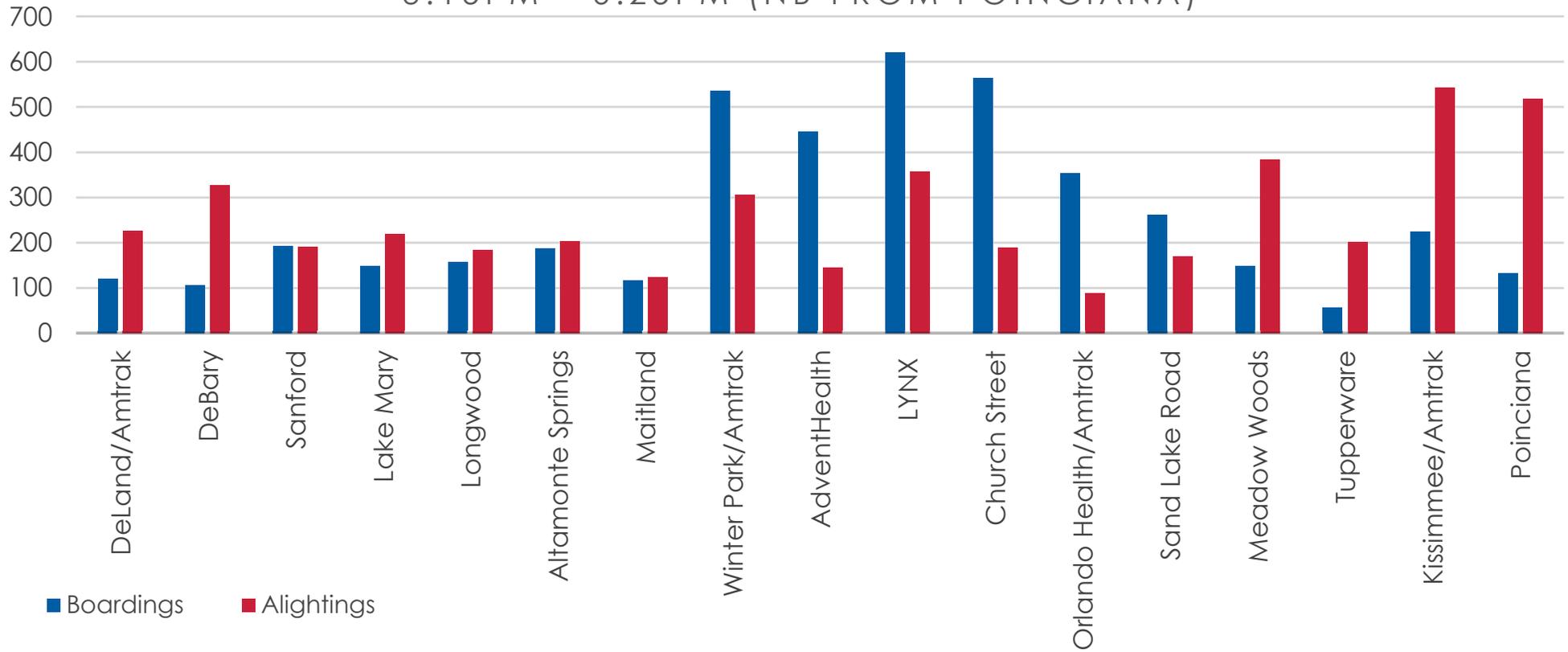


# BOARDINGS & ALIGHTINGS

JANUARY - FEBRUARY 2026



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

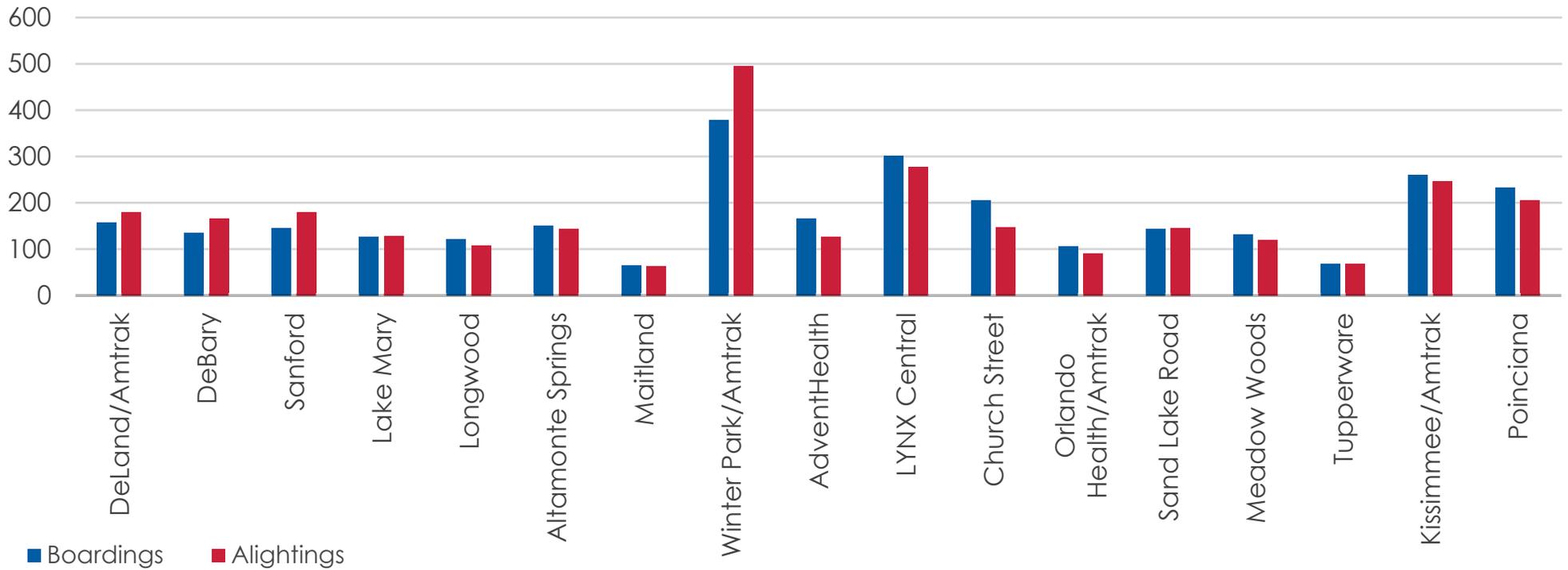


# BOARDINGS & ALIGHTINGS

JANUARY - FEBRUARY 2026

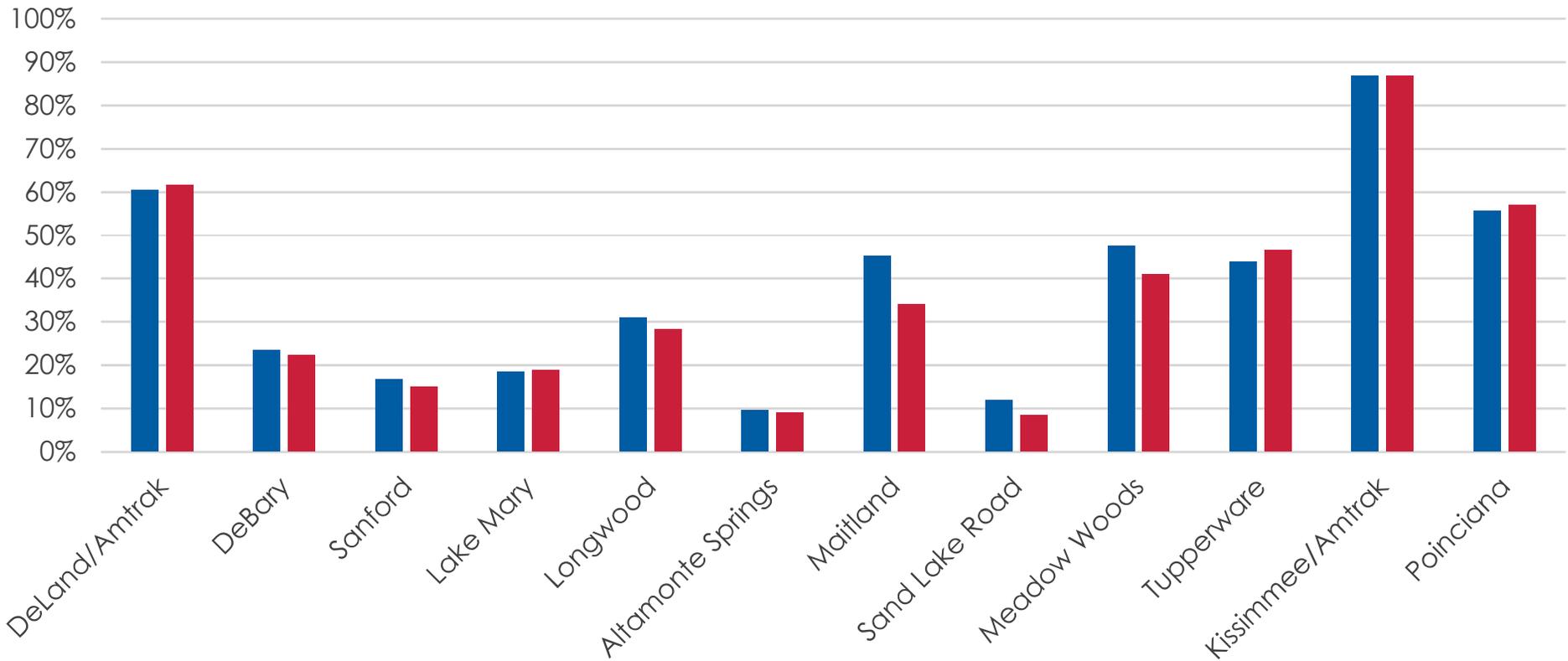


OFF PEAK  
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)



# STATION PARKING

JANUARY - FEBRUARY 2026

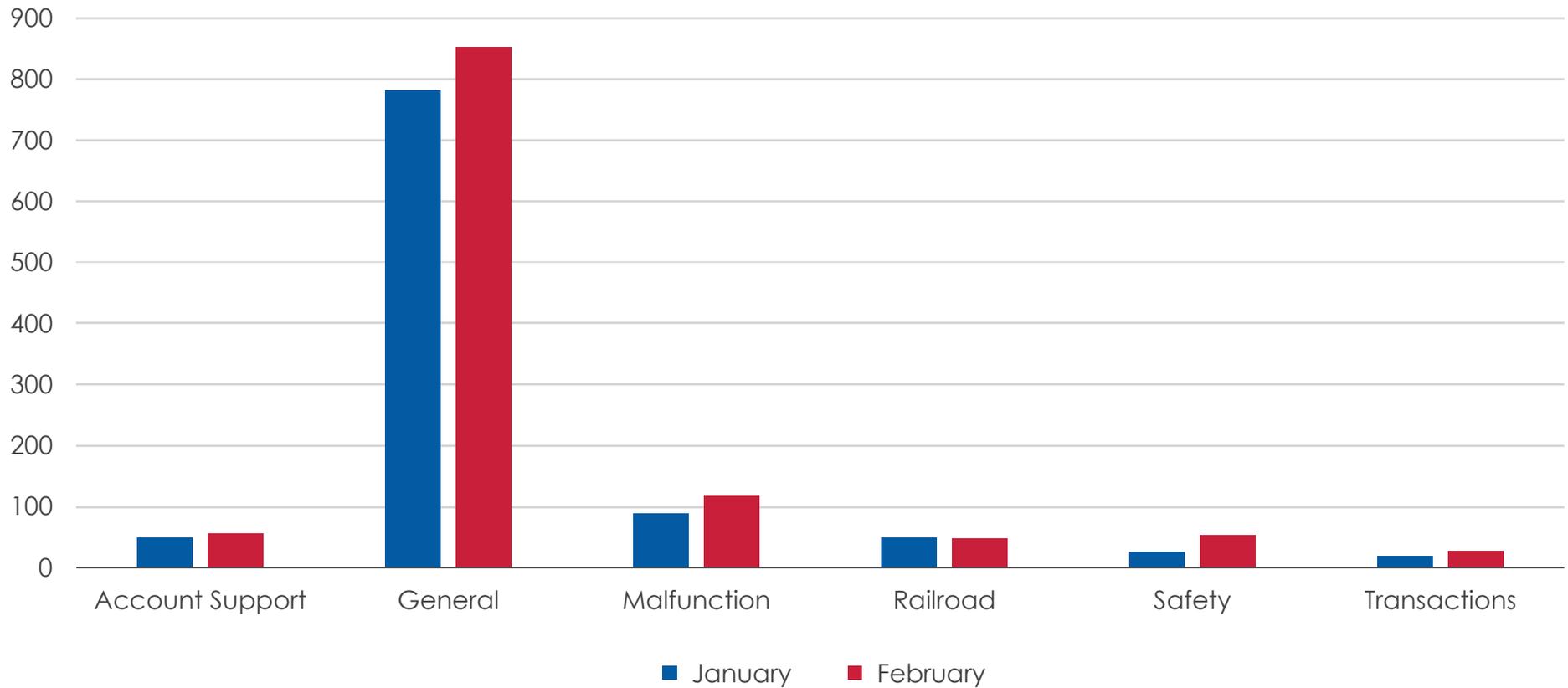


# CUSTOMER SERVICE CALLS

JANUARY - FEBRUARY 2026



TOTAL CALLS 2,175



# TRAIN PERFORMANCE DETAIL

JANUARY - FEBRUARY 2026



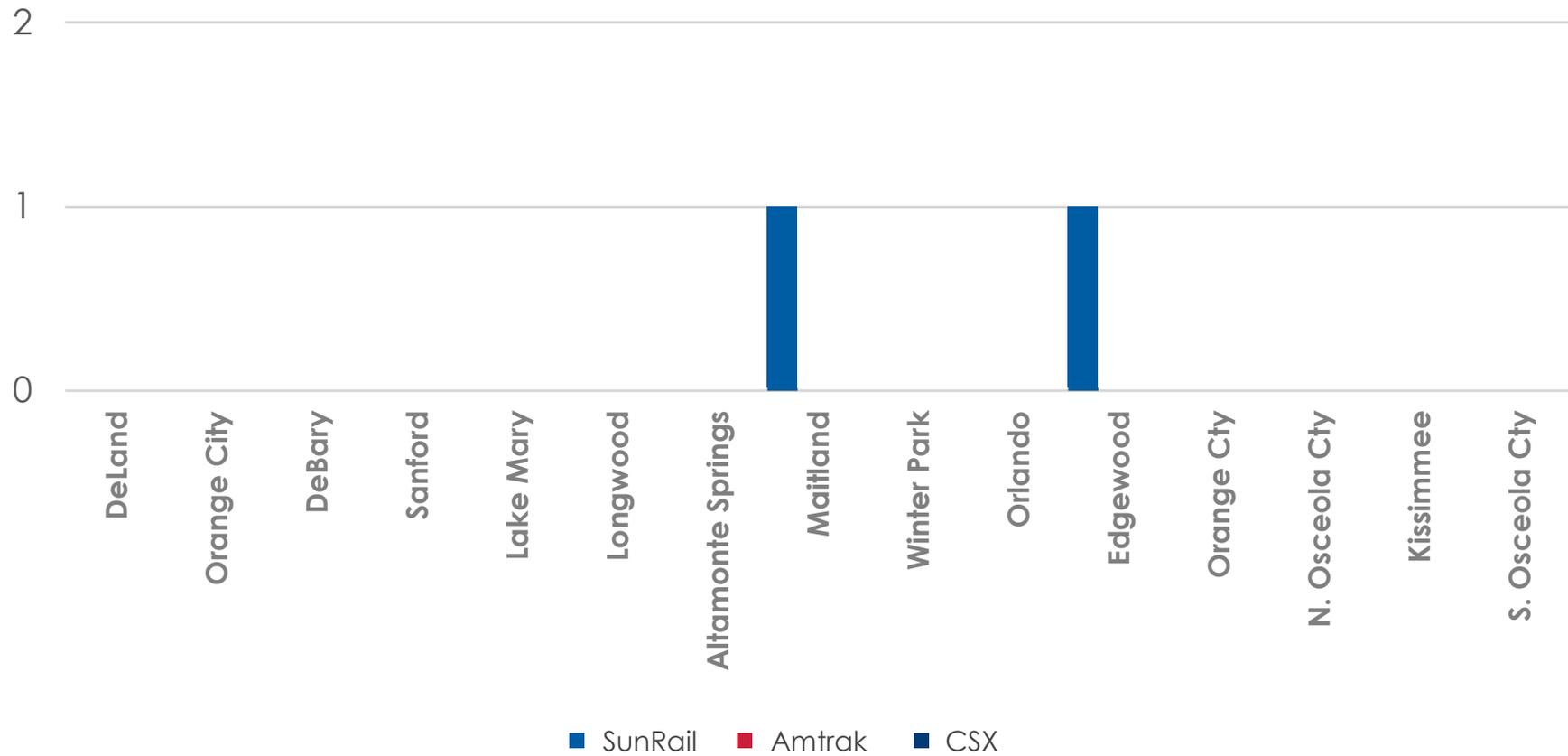
TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	1,576	91.5%
Late	139	8.1%
Annulled	7	0.4%
Total Trains Operated	1,722	100.0%

PERFORMANCE DETAIL	Days	Trains	Percentage
Dispatching	1	1	0.06%
Efficiency Testing	1	4	0.2%
Injuries/Illnesses	1	1	0.06%
Maintenance of Way	11	25	1.5%
Mechanical	12	17	1.0%
Other	7	12	0.7%
Passengers	5	7	0.4%
Police Activity	1	1	0.06%
Signals & Components	9	40	2.3%
Trespasser/Grade Crossing/Near Misses	7	21	1.2%
Train Interference	10	13	0.8%
Weather	2	4	0.2%
Total (Rounded)		146	8.5%

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

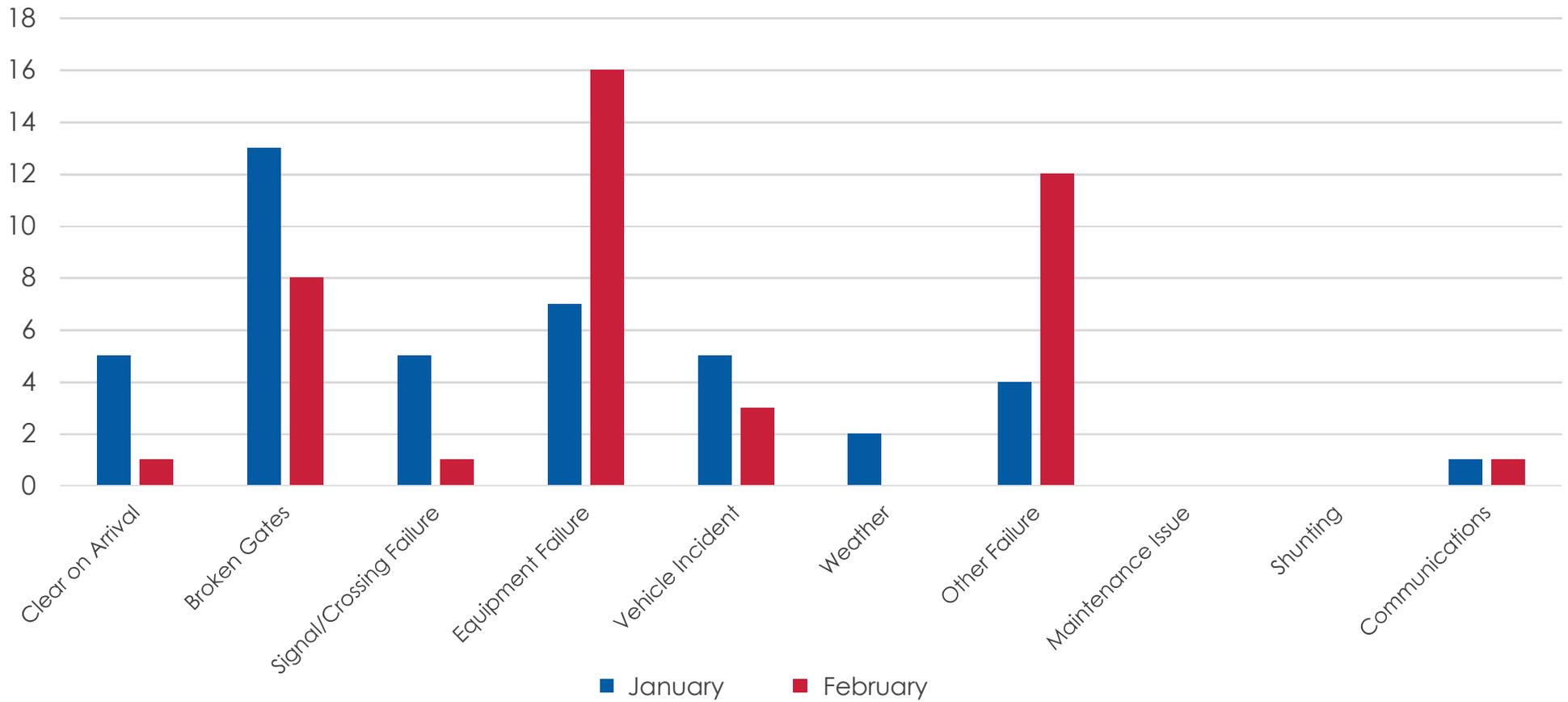
# REVENUE INCIDENTS BY CITY/COUNTY

JANUARY - FEBRUARY 2026



# CFCRC SIGNAL SYSTEM INCIDENTS

JANUARY - FEBRUARY 2026



# 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 [Rail Safety](#) page at [SunRail.com](#)

# QUIET ZONES Periodic 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

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

OPERATING COSTS, AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 25/26 YTD Jan 31 <sup>st</sup> , 2026	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$8,293,944	\$8,719,086
Alstom - Maintenance	\$17,239,721	\$10,056,504	\$9,820,964
Alstom - Incentive / Disincentive	\$1,572,896	\$917,523	\$706,282
moovel Fare Collection O&M	\$1,200,000	\$700,000	\$103,068
Herzog - Signal Maintenance of Way	\$4,353,384	\$2,539,474	\$3,216,497
WiFi and APC O&M, Cellular for Comms	\$285,000	\$166,250	\$165,081
LFA Marketing DTS Technology, Witronix	\$105,000	\$61,250	\$371,883
Greens Energy - Fuel	\$3,800,000	\$2,216,667	\$2,038,166
Gallagher - Insurance	\$5,100,000	\$5,100,000	\$4,439,866
Amtrak/Alstom/Herzog - Preventative Maintenance	\$4,500,000	\$2,625,000	\$1,002,041
Amtrak/Alstom/Herzog - Heavy Maintenance	\$3,360,000	\$1,960,000	\$803,822
Banking, Merchant, and Armored Car Services	\$230,000	\$134,167	\$48,854
Station and Onboard Security	\$1,540,000	\$898,333	\$754,259
PTC O&M (Herzog & Alstom)	\$11,000,000	\$6,416,667	\$5,908,379
<b>Subtotal - System operating costs</b>	<b>\$68,504,191</b>	<b>\$42,085,778</b>	<b>\$38,098,247</b>
Consultant Support	\$11,000,000	\$6,416,667	\$5,960,067
<b>TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT</b>	<b>\$81,504,191</b>	<b>\$48,502,445</b>	<b>\$44,058,314</b>

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

## OPERATING REVENUE

## ANNUAL BUDGET

## FISCAL 25/26 YTD Jan 31 , 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>

\$1,183,071	\$1,306,713
\$1,775,107	\$1,694,186
\$793,244	\$935,826
\$15,164	\$22,481
\$93,100	\$119,156
\$358,719	\$145,254
<b>\$4,218,406</b>	<b>\$4,223,616</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>\$20,719,876</b>	<b>\$20,725,085</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 Feb 28th, 2026	
		BUDGET	ACTUAL
Alstom - Operations	\$14,218,190	\$9,478,793	\$10,022,382
Alstom - Maintenance	\$17,239,721	\$11,493,147	\$11,265,255
Alstom - Incentive / Disincentive	\$1,572,896	\$1,048,597	\$808,003
moovel Fare Collection O&M	\$1,200,000	\$800,000	\$111,436
Herzog - Signal Maintenance of Way	\$4,353,384	\$2,902,256	\$2,839,167
WiFi and APC O&M, Cellular for Comms	\$285,000	\$190,000	\$161,712
LFA Marketing DTS Technology, Witronix	\$105,000	\$70,000	\$397,631
Greens Energy - Fuel	\$3,800,000	\$2,533,333	\$2,214,175
Gallagher - Insurance	\$5,100,000	\$5,100,000	\$4,439,866
Amtrak/Alstom/Herzog - Preventative Maintenance	\$4,500,000	\$3,000,000	\$1,119,026
Amtrak/Alstom/Herzog - Heavy Maintenance	\$3,360,000	\$2,240,000	\$1,493,862
Banking, Merchant, and Armored Car Services	\$230,000	\$153,333	\$56,231
Station and Onboard Security	\$1,540,000	\$1,026,667	\$864,809
PTC O&M (Herzog & Alstom)	\$11,000,000	\$7,333,333	\$6,828,095
<b>Subtotal - System operating costs</b>	<b>\$68,504,191</b>	<b>\$47,369,461</b>	<b>\$42,621,649</b>
Consultant Support	\$11,000,000	\$7,333,333	\$6,580,494
<b>TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT</b>	<b>\$81,504,191</b>	<b>\$54,702,794</b>	<b>\$49,202,143</b>

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

## OPERATING REVENUE

## ANNUAL BUDGET

## FISCAL 25/26 YTD Feb 28th, 2026

BUDGET	ACTUAL
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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>

\$1,352,081	\$1,510,971
\$2,028,694	\$2,188,926
\$906,565	\$1,075,194
\$17,331	\$22,481
\$106,400	\$159,200
\$409,965	\$151,716
<b>\$4,821,036</b>	<b>\$5,108,489</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>\$21,322,505</b>	<b>\$21,609,958</b>
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