



TECHNICAL ADVISORY COMMITTEE

☆☆☆ MARCH 11, 2026





Central Florida Commuter Rail Commission
Technical Advisory Committee

Date: March 11, 2026
Time: 1:30 p.m.
Location: LYNX Central Station
2nd Floor Open Space Room
455 North Garland Avenue
Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance**
- II. Confirmation of Quorum**
- III. Chair's Remarks**
- IV. Approvals**
 - a. February 11, 2026, Meeting Minutes Approval
- V. Public Comments**
- VI. Reports**
 - a. Agency Update – David Cooke, Rail Administration Manager
 - b. Bus Connectivity
 - i. LYNX – Bruce Detweiler
 - ii. Votran – Jacob Lunceford



Central Florida Commuter Rail Commission

Technical Advisory Committee

VII. Discussion Item

- a. Tentative LFY 2027 Budget Presentation – Lorie Bailey-Brown & Jose Fernandez

VIII. Committee Member Comments

IX. Next Meeting

- a. Next Meeting – April 8, 2026, at 1:30 p.m. Lynx Open Space Room

X. Adjournment

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

Technical Advisory Committee Meeting

February 11, 2026
1:30 p.m.
LYNX Central Station

Attendees

Lorie Bailey-Brown, Seminole County Sarah Larsen, Metroplan Orlando Chrissy Martin, Orlando Jose Fernandez, Orlando Jacob Lujan, Altamonte Springs Christopher Carson, Deland Joseph Barker, DeBary Jennifer Stults, Osceola County Renzo Nastasi, Orange County	Shad Smith, Longwood Sydney Boswell, Lake Mary Mike Heffinger, FDOT David Cooke, FDOT Sandra Gutierrez, SunRail Kim Hymes, SunRail Debra Mackelfresh, SunRail Bobbie King, Volusia County Bruce Detweiler, LYNX
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Minutes

The meeting was called to order by Chair Chrissy Martin at 1:31 p.m.

Pledge of Allegiance

Quorum was met

Announcements

Presenter: Chrissy Martin

- Thank you to everyone in attendance. As we move forward on the transition and look forward towards future expansion to the airport with the Sunshine Corridor PD&E work being done under the leadership of FDOT, it is essential and imperative we have people sitting here on the Technical Advisory Committee (TAC) listening to what's going on and giving their two cents about what is invaluable to the system. Thank you for making the time to come here from near and far and we have quite a bit of an agenda with the budget.

Action Item

Presenter: Chrissy Martin

- I would like to move forward to approvals. Can I get a motion to approve the November 12, 2025, minutes and a second?
 - Motion from Renzo Nastasi and second from Shad Smith, motion passed unanimously.

Public Comment:

- No public comments.

Agency Update:

Presenter: David Cooke

- We had the BOGO promotion in November, and part of that exercise was also looking at some statistics. We surveyed over 500 of those riders that day, so roughly 10% of the ridership that day. We did learn some interesting stats including essentially 36% were first time riders. As most of you know, when we get first time riders, usually they tend to come back and ride again. Having that number of new riders experiencing SunRail was good for our system and certainly good for our ridership. We also noticed about 88% that day were leisure riders. Again, that's Black Friday when we traditionally would have lesser ridership from commuters that day. A good day with the ridership and most of those were riding with family members as well. Overall, especially those first-time riders was a big part of that day.
- We have our Service Expansion Highlights. We're continuing to see good ridership in those late evening trains that we added to the 42-train schedule. That evening service we're looking to partner with some of our local businesses so they're aware the trains are available in that window so that they can use the system.
- Some of the events that we had in December around the holidays where we did have our Winter Passport Books, which was an innovative way for riders to experience the system and the stations and what's going on around those stations in the various communities up and down the corridor. We also promoted using SunRail to access the bowl games that week. We had an increase in staff for the DNA Cure Bowl as well as the Cheez-It Bowl and those happen to be weekday games this year.
- For On-Demand Connectivity, we continue to promote the various connectivity options. Scout service in Seminole County, VoRide in Volusia County, other options with the Ride DTO, Cranes Ride will be starting in Altamonte Springs, and in Kissimmee and Osceola County the Freebie Ride at the Kissimmee station. There are lots of options for that last mile for our commuters to get to and from the stations.
- Our ridership for November-December averaged 5,294 riders. That will be increasing as we get into the first part of the year.
- Our on-time performance for November-December was 87.45%.
- We continue to see strong ridership from both our ADA riders as well as bicycle commuters. For November-December we were at 242 bikes a day and 29 ADA passengers.
- Our busy station for November-December, we're seeing Winter Park pick up this time of year. It's slightly advanced in front of LYNX, which are our two top stations. On the outer stations both at DeLand/DeBary and Kissimmee/Poinciana, we have strong ridership coming into the metro area.

LYNX Bus Connectivity:

Presenter: Bruce Detweiler

- For the month of November, we saw a 1% increase in ridership compared to last year and for December, we're looking at a 6% increase when compared to the previous year. Total ridership for the fiscal year, which started in October, is about 2% higher than last year.
- For our feeder route service, November showed a 13% decrease in fixed route and a total 25% increase in the Neighbor Link services. The Sand Lake to the Airport Corridor saw a 14% increase in ridership.
- For December, we showed a 3% decrease in fixed routes and a 40% increase in Neighbor Link compared to last year. The Sand Lake to Airport Corridor decreased by about 4% compared to the previous year.
- **Christopher Carson:** With Seminole County replacing LYNX with Scout, will we be getting any kind of update from Seminole County about their connectivity at all?
- **Chair Chrissy Martin:** Currently, that hasn't been suggested. I would be happy to see what we

can do about that.

Votran Bus Connectivity:

Presenter: Bobbie King

- Feeder Bus Service – DeBary Station: Typically, we don't go up or down a whole lot at this station. Even though we had some strange numbers in October and November from some software glitches, we are typically seeing somewhere an average of 50 each month on each day for the month; there are not a lot of changes going on there.
- VoRide - Micro Transit Service: We serve both stations with micro transit. Going forward, the DeLand Station will only be served by VoRide, not a feeder bus service, as of January 1 and we're already seeing everyone who was using the bus (about 25 people a day) now using the VoRide prebook service and it's going very well. VoRide's numbers are going to go up and you will see that next month. They've already increased quite a bit.
- Feeder Bus Service – DeLand Station: This was our last month of the feeder bus service for DeLand; it ended in December, on average about 24 people a day. We opted not to continue that service and alternatively serve it with a pre-booking option for our VoRide service, which is going very well.

Informational Items: 2026 Activities and Events

Presenter: David Cooke

- This is a series of slides giving a summary of what we did this past year and what we're looking to do as we move forward into 2026 with some of our marketing and activities that will be going on this year.
- 2025 Summary of Activities: We did exceed 1.3 million riders and expanded to a 42-train schedule, which was what we briefly discussed earlier. We've also kicked off the Americas 250 Celebration year. I know many of you have seen our Americas 250 train ramp, it came through the station at lunchtime today. We've also got our mobile app out there this year and we're continuing to see people using that and having a good experience without having to go through ticketing itself. We won an award for our *Get A Clue Rail Safety Week* campaign. You can see some of the data there about the different campaigns as far as our group rides, which continue to be very successful and again that helps to get those first-time riders on board so that they can use the system. Usually once they get familiar with how they get to the station, how they use the ticketing and get on board, they continue to use it either for leisure or for commuting. We did 63 safety presentations throughout the year to smaller groups, to elementary schools, and school children's libraries. It's very important to stay off the tracks, don't park on the tracks, and don't stop on the tracks. A big part of that and just a general awareness around the grade crossings. We continue to look at business commuter presentations, especially businesses along the corridor, where their employees can use the system and benefit both the employees as well as not having to deal with traffic.
- 2026 Marketing Objectives: Our objectives/goals would be to:
 - Increase ridership by 10%
 - Streamline Commuter Benefits – to make that easier and more convenient for those businesses and their employees to use the system.
 - Refocus Efforts on Commuters – as we have more return to the office with different employers.
 - Support On-Demand Connectivity Services – such as the new on demand service provided by Scout. VoRide, as Bobbie King was saying, is continuing to be successful and I know they're making minor tweaks here and there to improve the experience for commuters and for passengers that are using the system.
 - Drive Late Night Partner Programs – there's a big opportunity to use the system for that late night connectivity; things that are going on in communities for events that they may be able

to get to whether it's at any of the communities along the system. The Magic Games is one that stands out. There're also activities that happen at the Dr. Phillips Performing Arts Center and certainly any activities within your communities that we can promote with awareness we're happy to do that.

- o Celebrate America 250 – discussed to celebrate American 250 with the new train wrap.
- o Expanded Safety Campaigns – continue to press on the train safety, especially around the crossings.
- o Group Rides – press to do more with group rides to increase ridership as well as to give them that first time experience this year.
- o Target New TOD – looking at new transit-oriented development (TOD) opportunities. There is a lot of growth around DeLand, DeBary, Poinciana, and Tupperware stations, so there's a lot going on within the communities with expansion and TODs that are occurring.
- o New Marketing Campaigns – this year, looking at 24 different marketing campaigns, if there are specific events or things that we should be doing reaching out to your local chambers, we're happy to do that. Erika is here today. Just make us aware of what you'd like, and we'll see if we can reach out and make that happen.

Informational Items: Heavy Maintenance Facility

Presenter: David Cooke

- For those who aren't aware, this has been about 1.5 to almost 2 years now that our contract with Amtrak has been up. They did not want to continue maintaining our equipment. We did advertise for a new vendor or contractor to do that work. We only received one actual proposal at that time, which was with Alstom, our current operator and maintainer of our equipment. We have moved forward with an investment somewhere in the \$8 to \$9 million range for a new facility at the Operations Control Center (OCC) in Sanford so we can do the work that was being performed by Amtrak at the Sanford station. We're going through that process right now.
- Four older construction progress photos were shown showing the new heavy maintenance facility. It's a new pit with the ability to have a crane in there as well as lift jacks so we can do operations with both the traction motors, trucks, things that we currently don't do and had relied on Amtrak. Very limited work right now going on at Amtrak as we finish that up. We look to open this facility in sometime late March most likely. We do have the ability with Alstom and the staff they have brought on to do that work. We're looking forward to providing better service with the maintenance of the equipment and the timeliness of that equipment as we move forward into this fiscal year. That work is already starting to occur.
- We have additional machinists, electricians, welders, and body staff so we can do everything, except for the overhauls of the locomotive engines, we can do all of that on site. You'll see that in the budget as we move into that. That's why some of the budget items have increased and I'll explain that as Lorie Bailey-Brown and Jose Fernandez go through their presentation. We will have that ability and I think it's a good thing for SunRail, it's something probably long overdue with being able to be self-reliant. There has been more work done than you see here. They are working on the cladding; I looked this morning and they're putting the cladding on the siding so there's electrical. All the work that needs to be done to make the facility operational and you can see where the crane will be on this end of the building.
- **Chair Chrissy Martin:** It might be premature to ask, but is there an estimate for the O&M once that's up and running? It was an increase and we'll go through it in the budget for the new service, but I think there's probably going to be an associated cost of O&M on a yearly basis too that probably attaches to that.
- **David Cooke:** Correct, and that's included in this budget. It is an increase of a little over \$4 million for what we had been paying. The opportunity to continue to use Amtrak was not available to us. Frankly, we have been getting probably a good deal for several years without having those escalations. Yes, there is that increase that should in our view stabilize once we

move in and start doing this work. It will be able to be accomplished without having as much variability in the O&M cost. We'll have about \$2 million offset in the Amtrak savings what we were paying over there.

- **Chair Chrissy Martin:** The total cost for O&M between the new service and then this facility O&M we are looking at \$12 million?
- **David Cooke:** Just for the maintenance. It's going up to \$12 million; it was at about \$7.8 million, so it's about a \$4.2 million increase. There are increases to the regular O&M as well, which is more associated with the Railroad Cost Recovery Indexes (RCRI). That's an annual increase that's built into the contract. This is the maintenance that goes on outside of the contract maintenance.
- **Renzo Nastasi:** Just to drill down a little bit more on the maintenance, so is that still being calculated by the track mileage as it's allocated to each partner?
- **David Cooke:** I believe, and I'm looking at Lori Bailey-Brown because I know they work with the formula, the capital maintenance is included in track mileage, is that correct? So, your capital maintenance, yes, the maintenance of the equipment and the wayside is built into the O&M. So for example, engine overhauls is included in our capital maintenance. It's in the capital plan.
- **Renzo Nastasi:** How is the new maintenance facility calculated?
- **David Cooke:** As far as the cost of the new maintenance facility, the state paid for that, but the actual cost of doing the maintenance on site is included in the O&M cost. I'm not sure on the local calculation for how that percentage is, I believe it's based on ridership and the station boardings.
- **Renzo Nastasi:** Operation is based on ridership, correct? On the new facility, what is the cost of that facility?
- **David Cooke:** The facility we built was in the \$8 million range.
- **Renzo Nastasi:** So that \$8 million?
- **David Cooke:** FDOT funded that.
- **Renzo Nastasi:** The state funded it, so it's not but in terms of maintenance that's going to be allocated just like the regular maintenance costs are allocated?
- **David Cooke:** Correct. As opposed to capital and basically on the capital side, you have capital replacements. The O&M doesn't include the overhauls of the locomotives. That's all in the capital plan. Was I clear on that?
- **Chair Chrissy Martin:** To clarify for everyone here. There're different calculations on how much of a share each local funding partner has to delve into their pockets and get. There's either by the amount of tracks you have and the length of trackage or by the ridership that you have that goes off and on at your stations. Two different types of calculations.

Budget Update

Presenter: Lorie Bailey-Brown / Jose Fernandez

- Before I start with the budget, I want to give a little bit of background regarding our group and how we were established. In fall of 2025 this group was looking for an audit RFP, and we came together to confer it's too soon for an audit and at the same time it was getting ready time to enact the Locally Funded Agreement (LFA) and transfer payments. We worked together with Ryan Ossowski, who was the chair's representative at the time. Our CFO took the lead in opening the bank account, that was a year ago in December, so all of the local funding partners' dollars could go into the bank account in order to issue a wire to FDOT.
- We've been transacting that collection of funds according to the agreement and the payment to FDOT. Shortly after we opened the bank account and transferred money, it was time to get the budget together. We worked together to pull the spreadsheet and that's the exercise we've endeavored this year as well. I'll go through and present the numbers as we've compiled them for a balanced budget to be approved according to another document by April 1st. We'll have this opportunity at this meeting. We should have another TAC meeting before the March CFCRC

meeting, which is when we look for the board to adopt the tentative budget, and David's going to help me with explanations along the way.

- **FY26-27 Budget Overview – Consolidated FDOT/CFCRC:** It's a consolidated budget, which means that it includes not just the CFCRC's revenues and expenses (in this case expenses), but also FDOT's. The big things to point out on this slide as you see are the increase in operations of \$7 million or 10%, that's primarily attributable to the heavy maintenance that David Cooke was previously discussing. \$6 million is related to the heavy maintenance increase and there's almost \$1 million in additional technology. We'll discuss that in a later slide. I wanted to point out we have a decrease in capital maintenance (in the second line) and it doesn't include any of the leasing of equipment or the heavy equipment overhaul that's been previously discussed. The CFCRC in-house operating was the budget the CFO Group threw in for funding last year. That \$503,600, the \$3,600 paid for the bank account, and QuickBooks is how we're keeping the general ledger. The \$500,000 was set aside for the CFCRC for professional services, contracts, or anything they would like to do. The \$8.5 million reserves from last year were the \$8 million retained from the \$10 million State of Good Repair (SOGR) dollars once we issued \$2 million. The CFO's also thought another \$500,000 for unforeseen items during fiscal 26. You'll notice overall, the reserves are coming down. The \$2 million for another issue to DOT of those funds and we're maintaining that \$500,000 in reserves. You'll notice in the in-house operating we're proposing to increase that \$500,000 from last year to \$1,000,000 for whatever the CFCRC board sees fit.
- **Revenue – Consolidated:** This is where we start with the revenues. On this slide you'll notice there's not a lot of change in the revenues fare box, others, and grants. I will mention the last line for the additional capital funding. That was a new funding introduced last year that we're not expecting for the following year. I'll let David Cooke speak to that.
- **David Cooke:** That was some FRE funding we were looking to receive. We did not get that allocation. That's why it's showing up on the budget like it is and did want to bring up we're using actual revenues that we've received plus a small increase for the revenue projection. It is conservative. I wouldn't expect it to go down. That's where we didn't want to have any surprises with the revenue side. Those grant funds are based on the previous year's grant funds. We will probably receive a little additional on the 5307 and 5337. However, we haven't received those split letters yet; that should come out later this year. Last year, we got those letters I think it was in June.
- **Chair Chrissy Martin:** Why didn't we get the Florida Rail Enterprise (FRE) funding? Is there a backing?
- **David Cooke:** Yes, that normally comes through the state. There were changes in the funding amount and how it's split around the state. We want to have projects available if we do have potential funding like that, that would be available and unfortunately, we just didn't get it.
- **Renzo Nastasi:** This is probably a question for FDOT. On track usage, is there an increase or a decrease? Has the CSX agreement been updated?
- **David Cooke:** No, we are still working through the current CSX agreements. The reason those revenues were down specifically based on car miles. If they have less freight coming in during that period last year, then that would come down as well as any Association of American Railroads (AAR) increases or decreases because that's built into the formula with CSX.
- **Renzo Nastasi:** Usage for CSX so that still needs to be negotiated. Is that correct?
- **David Cooke:** Correct. As far as the agreement for the transition.
- **Renzo Nastasi:** Is the cost of using the track based on number of cars, etc. Has that piece still not been finalized?
- **David Cooke:** No, it has not been changed from what's in the current agreements.
- **Renzo Nastasi:** Do you anticipate there will be a change or not?
- **David Cooke:** I don't think there'll be a change in the usage.

- **Renzo Nastasi:** So, no inflation factor?
- **David Cooke:** There's two parts to it, and currently they're based on car miles. So, a train may have 40 or 50 cars and it's per mile per car including the locomotives for the usage fee. There's also a tolling fee, I think you're referring to, and that has not changed from what we have today. We're still working through that with CSX, but we would not look for that to be reduced. There's a fixed fee, and there's a variable. The variable is based on track miles, and then the fixed fee is approximately \$104,000 a month currently.
- **Renzo Nastasi:** I believe there is a request from CSX to have another freight service be allowed during their window. So that would increase the usage, right?
- **David Cooke:** Yes, it could. It gives them a bigger window to be able to operate in at mid-day.
- **Renzo Nastasi:** More cars?
- **David Cooke:** Right. That could increase revenue based on the additional train traffic that we may receive.
- **Renzo Nastasi:** For the time being, the whole set of negotiations is just between the Department and CSX?
- **David Cooke:** Correct.
- **Chair Chrissy Martin:** I know Osceola County was having a huge issue with those windows and how they extended.
- **David Cooke:** I know Mike Heffinger worked with them before to make sure they didn't have any trains that stopped and blocked crossings down in Osceola County. Mike was able to reach out to them and work through that so that they would stop those trains where they weren't causing that backup.
- **Mike Heffinger:** That stopped very suddenly. It hasn't happened since.
- **Chair Chrissy Martin:** Great work Mr. Heffinger.
- **Josphe Barker:** The fare box revenue is projected to decrease by 7%. What is the reason for that?
- **David Cooke:** With our fare box as far as fare collection, it's based on ridership but there are discounts. Any riders under age 6 ride for free, if you're a youth between 7 and 18 you get a half price discount, and seniors as well. There's also discounts for using the app with advance payments, so there are discounts with it as well as our transfers. So that first transfer, the first zone you ride in, is free there, so there's no charge. If you cross over into another zone, then there's a dollar fee. All that weighs into your fare collection. What we did this year is go back and look at what we had collected and put a very modest 1% or 2% increase over what was collected at that time. We don't want to potentially overstate the revenues, and we want to be conservative in what we come in. Is it possible that it could be a couple hundred thousand more this year? Absolutely.
- **Chair Chrissy Martin:** Do you think there's any residual from the changeover to the mobile ticketing system with the fare drop and not everyone has done that and there's some ridership that hasn't switched over?
- **David Cooke:** In my view, most of it is those transfers. There's a certain amount of fare evasion as well that goes on. We are checking between 35% and 40% of the riders. By contract, it's 25% that we check. You run into situations where you must remove people from the train, which effects on-time performance as well. You must make some decisions on whether it makes sense to be delayed when you have a train full of riders. We ask them to be removed from the train at the next stop. I think a big part of it is those transfers. That free first zone really has an impact on it as well with the transfers, and we do still receive 40%-50% of our ridership is transferring to the transit system.
- **Sarah Larsen:** Regarding the transfers with the Seminole Scout system where people are riding Scout first and then they're transferring into SunRail, they are paying for a SunRail ticket, right?
- **David Cooke:** They are paying for a SunRail ticket. Everyone must have a ticket to be on board.
- **Sarah Larsen:** Is that accounted for in this where you might see a small bump up from Seminole

County because they must buy tickets?

- **David Cooke:** It has not. Sarah, that's a good point. It could have increased the fares, but we just took exactly what we had received previously with a modest increase to be safe. I think the discount on the Scout side occurs when they board or get on board with Scout and then when they get to the train station, they must purchase a ticket.
- Revenue – Consolidated: The next slide is just wrapping up revenues. The local funding partner contribution comes in, and then interest earnings, we've aligned that more. That's the money held in CFCRC's bank account and then the appropriated fund balance there is just the remaining SOGR dollars that we have coming into this new fiscal 27. I've made a minor adjustment to this slide. We're going to move \$1,000,000 out of the LFP contribution and down to appropriated fund balance, and that's for that \$500,000 we budgeted for this year that we're not expecting to use to carry that forward as well as the reserves piece. So that will reduce the amount the local funding partners need to contribute. That wraps it up for revenues.
- Expenses – Consolidated: I want to speak to first because this one is the second half of expenditures. There're two things that jump out of expenditures, big change. There's heavy maintenance, which increased from about \$3 million to \$9 million for an increase of \$6 million for heavy maintenance. Technology, which you can see on this screen, increased from \$105,000 to \$950,000. I apologize, I noticed that that slide got missed, but the other expenditure lines other than heavy maintenance were pretty much on track with a 13% increase for fare collections (for the software). With this slide being displayed, I'll let David Cooke speak about the increase in heavy maintenance and technology.
- **David Cooke:** The heavy maintenance increases have gone up with the doing the work on site. That ended up going from about \$7.8 million up to \$12 million between both the preventative and the heavy, for an increase of \$4.2 million. Technology is a new line item. We have been working to get all our licenses and our subscriptions for our software. We also have new software related to cybersecurity requirements we have. Much of the older software we had come with the systems, both the back office as well as for the operations, the train operations and wayside systems as well as onboard systems. We had that increase. I do have an available breakdown of that. This is summarized, but we do have numerous software licensing and subscriptions that had to be updated or provided. We had our VMS software. It's a list of software that probably would not make a lot of sense to this group. Our PTC, our Veeam subscriptions. We have liquid network, we have Insite, our closed-circuit TV and VMS systems as well. Between those two, that is basically over half of the increases. Then we have the increases projected through the regular contract maintenance that's associated with the potential for the railroad AAR rate index increases that are annual based on the American Association of Railroads or the Railroad Cost Recovery Index.
- **Renzo Nastasi:** Engine replacements are not included in this budget, is that correct? There's a huge difference between the purchase versus lease for the engines, right?
- **David Cooke:** Yes, we do have engine overhauls in the capital maintenance budget.
- **Renzo Nastasi:** For the additional two?
- **David Cooke:** That's not for the leasing of locomotives. That's one thing that we need to discuss here today is adding the potential to lease additional locomotives while we go through those overhauls, we would have those leased locomotives available.
- **Renzo Nastasi:** I know you had sent out those costs previously, do you have them with you?
- **David Cooke:** It's basically \$750,000 per locomotive. We have potentially three that would be available for leasing. That does not include any of the specifics that we'd have to put on board to be compatible with our equipment.
- **Renzo Nastasi:** So, \$750,000 for each leased locomotive, and we're looking for at least two?
- **David Cooke:** Correct. There are three available right now we're aware of. Yes, looking at two would be most likely at least \$1.5 million to \$2 million increase.

- **Renzo Nastasi:** I know I'd asked you about the timing. Will this happen in 2027?
- **David Cooke:** Right, when we would be able to access them. If we went into a procurement, there's a time to go through.
- **Renzo Nastasi:** But you still have to budget for it, right?
- **David Cooke:** Exactly. This budget does not include leasing locomotives in it, but it does include the overhauls.
- **Renzo Nastasi:** Maybe it's a question for our staff? I don't know if you want to discuss it further internally, but I think to be on the safe side we need to account for at least two locomotives at \$750,000 each on the lease and it's going to take six months to negotiate those leases. That gets into mid 2027 at the latest I would think.
- **David Cooke:** There's always the possibility of going ahead with an advertisement with the understanding that it would be in the local's fiscal year 2027 which starts October 1st. If we were to start procurement this spring, we should have time to do that. We do have budget to do the overhauls themselves.
- **Renzo Nastasi:** For reference to the actual acquisition, I think it was \$23 million.
- **David Cooke:** Yes, for additional locomotives. When we were looking at potential additional weekend service, that was what we were looking at adding to the fleet to be able to do that.
- **Renzo Nastasi:** Definitely, want a lease.
- **David Cooke:** There is a procurement time if we were to try and purchase locomotives.
- **Chair Chrissy Martin:** Is there an additional time frame if you're going to purchase locomotives? I assume it would not be as quick as leasing them.
- **David Cooke:** Correct. You would still go out through procurement. I'm assuming that we certainly wouldn't do a sole source. We would have to set up the specification package so there is time to be able to put a good package together to go out for the procurement of vehicles.
- **Chair Chrissy Martin:** Either way, you're going to have to lease even if you were to go the route of purchasing, because there's the time frame would just not be within the time when you must overhaul?
- **David Cooke:** It would certainly make the system more sustainable during that period.
- **Renzo Nastasi:** On the lease we have an option for multiple renewals, right? Hopefully if we were able to do that it would stabilize the budget; we could check out three-year terms.
- **David Cooke:** Correct. Three years is the shortest term, or you could go to a five-year lease, or you could do an extension. There are different mechanisms there.
- **Renzo Nastasi:** That's good to know.
- **Chair Chrissy Martin:** If Orange County teams with the local funding partners, then that's probably prudent to have that within the budget before we go before the CFCRC board.
- **Lorie Bailey-Brown:** I want to make sure I heard \$1.5 million you'd like added to this budget for leasing locomotives.
- **Chair Chrissy Martin:** Yes.
- **Renzo Nastasi:** Two locomotives at \$750,000 each. I would think anybody would want to do a three-year lease.
- **David Cooke:** That's just the lease of the vehicles at \$750,000. We would recommend that you consider \$1 million each; another \$250,000 just to outfit the locomotives as they come in. So, you'd be looking at \$2 million as opposed to \$1.5 million.
- **Lorie Bailey-Brown:** Got it. So, \$2 million will be added to this budget for leasing for fiscal 2027.
- **Renzo Nastasi:** Minimum per year. I don't think one year is an option.
- **Chair Chrissy Martin:** This is an informational item, and this is a work session within that informational item, which is not why we're voting on it right now. This will be something we will vote on this budget in March. You'll see a finalized budget sent out beforehand, so you have time to peruse it and then bring it back here for a vote. So that's why we are not voting on this

addition today.

- With that, we've moved through expenses. That's total expenses. I'll recap the \$7.8 million is primarily attributable to the heavy maintenance of \$6 million increase and then almost \$1 million in technology.
- FDOT Capital Request: Capital maintenance was a decrease of 19%. Here's the breakdown of \$15.4 million of capital maintenance, and I'll let David speak to the changes there.
- **David Cooke:** This year we looked at reducing some of the contingency we previously had in that budget as well for track and civil improvements. We ended up with some additional rail replacements, turnouts, things along this system, and the corridor. We also have a small bridge replacement along the entrance to the OCC. We have some data and network improvements that's under the communication systems and include cyber security hardening, which is again is a requirement for our dispatch software, and our OCC communications. We must have space for the software and hardware at the OCC, as well as upgrading that hardware. We have our PTC 220 radios that must be upgraded as well along the system. And those are on the locomotives. For our rolling stock, we had budgeted in there the reconstruction of some trucks on some locomotives as well as repainting and repairing any rust on locomotives, and we have the train wash is included in that. We did have access to the train wash out at Amtrak; that's no longer an option. So, we will be washing trains on site. That's not with an actual car wash itself. Those are hand washers. The company that does that for us does a good job. We have a replacement for the head end power (HEP) skids, which is the head end power for the onboard power. If you may not be aware of that, that's a different system to power the lights and the message signs while on board. We also have the rebuilding of locomotives that's in our rolling stock SOGR. We have our wayside signal equipment, signal house replacements that are needed along the corridor, switches are dual tone, multi-frequency radios, cantilever replacements and some corridor maintenance associated with the signal system. That breaks down what's in that capital plan for the 2027 year. We also have our consultant support. Most of you realize we have very limited actual FDOT staff at the SunRail at OCC, so most of that oversight is provided by our two consultant firms that have General Engineering Consultant (GEC) contracts with us.
- **Renzo Nastasi:** Can we go back to the operating slide?
- **David Cooke:** Is that the slide you wanted?
- **Renzo Nastasi:** No. I think there was some funding set aside for staffing. Was that \$500,000?
- **Lorie Bailey-Brown:** Yes. The current year budget the CFCRC adopted a budget with \$500,000 for professional services just in preparation for things that was this time last year the CFCRC may need to use funds for. For hiring, staff was a big push from the CFO Group.
- **Renzo Nastasi:** That anticipates how many positions?
- **Lorie Bailey-Brown:** It didn't. It was an estimated amount available for the board.
- **Renzo Nastasi:** Maybe it's a separate conversation to get into a bit more specificity as to what those positions are or should be?
- **David Cooke:** I think what the Commission was doing was setting aside certain just a dollar amount recognizing that there be several positions that would need to be required to begin the transition, I think is where that conversation is going. I don't think there was a set aside number of positions, but it is kind of a place holder.
- **Renzo Nastasi:** I think at some point we just need to have an in depth conversation. If it says 6, 7, 8 core positions and then you have some supporting roles, what are they, where are they going to be housed, and how are they going to get paid? I think for the time being it's not necessarily in this SunRail budget. It's attached to another county or city, right?
- **Lorie Bailey-Brown:** Right. I guess you're saying those positions are accounted for in the?
- **Renzo Nastasi:** I guess that's the conversation we need to have.
- **Lorie Bailey-Brown:** Agreed, and I think this time last year when we were putting the budget together, basically it only budgeted for funds to be collected and then paid to FDOT that \$500,000

and then there was another \$500,000 in reserves that gave some flexibility to the CFCRC to do something if they saw fit during the fiscal year.

- **Renzo Nastasi:** I think we need to have a separate conversation to solidify what that staffing plan looks like aside from the budget associated with it. What's that structure?
- **David Cooke:** Right. I don't think there's been any decisions, certainly no firm decisions made by the Commission. It's something that staffs are looking at.
- **Renzo Nastasi:** The board has been pretty clear that one of their priorities is to get a COO hired sooner rather than later, right? Which would solve a lot of issues in terms of decision making. You hire that person, but then you need to have all the supporting staff too. So that's the conversation that needs to be had.
- **David Cooke:** That was addressed a little bit in the workshop in December 2025 with how that looked and looking at the WSP report.
- **Renzo Nastasi:** Appreciate that and that was pretty high level, but now we need to get it set.
- **Chair Chrissy Martin:** For everyone here, these are conversations that we've been having, which are our CFO's from the respective local funding partners. This is not their full-time job. This is one issue out of many and they're having to put on a hat of being a CFCRC CFO in the interim period, which is not the most conducive right to getting things done. Having an Executive Director or COO is also helpful to be able to navigate exactly what the next step is and bring these things to the board. We do have an attorney, so that is one step forward. I think the conversation needs to happen where we at least get that core staff in here so some of these issues and items can start to move forward.
- **Chair Chrissy Martin:** Let's go back to the expenditures. I'm sure it's hard to gauge, but the technology piece and the other increase, did we foresee this happening? Is this technology amount going to be that for ten years or how do we navigate where that is on the financial aspects?
- **David Cooke:** Right now, we're looking at an ongoing subscription model. Basically, we're going to see those costs continue as we move forward. A lot of that software and software support ended with the initial purchases. As we go through our upgrades now, we get hit. I'm sure your IT departments each of your agencies probably have the same thing going on.
- **Chair Chrissy Martin:** We should probably more likely not go to \$105,000, but moving ahead our finance team should figure in on \$950,000 as a benchmark. There was one other big increase I would like clarification on if we were going to have that. It must be the heavy maintenance, right? Yes, it was \$7 million. After we have this new firm and the maintenance facility is up and running, is there any cost savings that probably could be done within navigating rather than start up again.
- **David Cooke:** We're always looking for cost savings and how we can reduce those costs and certainly not pass those on to local government partners. We're continually looking at and monitoring those contracts to see where there are some savings and if there is the opportunity to carry some of those savings forward. That's what we're looking at right now with the 25 budget coming forward to see what potentially could roll into the 26 and then you'll see that carried forward as we move into the fiscal 27. Obviously, with the bigger jump in expenses this year or this upcoming fiscal year 27, there'll still be a continuing or ongoing cost into 28 and 29.
- **Chair Chrissy Martin:** Will having our own facility now and being able to service the trains more and now that's saving us costs X, Y, and Z down the line?
- **David Cooke:** We will be doing all the work with the exception of the overhauls and the painting and body work that has to go off site for some of the rush repairs we're doing currently, windshield repairs as well, and where we have some rust. We're taking care of that. The short answer is yes; we will be doing essentially all of the heavy and preventative maintenance on site with the exception of overhauls.
- **Chair Chrissy Martin:** Was Amtrak doing all of that, or do we had other contracts out there that were costing us?

- **David Cooke:** It was with Amtrak. It's very specific work and requirements. They had a drop table and the crane over at the shop at Amtrak. So that's why we're having to provide that equipment here with the new facility. So, they'll be able to lift the vehicles.
- **Chair Chrissy Martin:** I didn't know if it was contracted out past Amtrak that we would maybe have cost savings there.
- **David Cooke:** That includes rebuilding traction motors, so we'll be able to rebuild traction motors that are different than the locomotive engines, but we'll be able to do that. The trucks, brakes, everything that we were relying on Amtrak to do, we'll be able to do in house. That's why you see that jump. There had been cost increases over time that were not applied because of the way the contracts were structured when they were originally written back in probably 2011.
- **Jennifer Stults:** Did we in any way attempt to account for unknown things like grants that are pending or anything like that or those just going to be a lovely bonus later if we get them?
- **Lorie Bailey-Brown:** Not from here.
- **David Cooke:** The short answer is the 5307 to 5337 grants or formula grants that come through FTA are for our maintenance and state of good repair and how they're applied as revenue. From those from that standpoint, the answer is no. We're just looking at those specific grants. This will give me a good opportunity to update on Maitland Bridge where there is an opportunity with FRA Fed State Partnership grants that may come available. We'll always be looking at doing those and being a potential partner in capital projects. The Maitland Bridge is probably the best example, and we submitted that application last week, so that's in for the Maitland Bridge. We ended up submitting 80%, so hopefully we'll get that and that will end up with major savings from the state side as well. That bridge because it was over a road, that was the department's responsibility. It wasn't going to be the SunRail partners, and we certainly thank all the partners who were requested letters of support. I know Maitland, Winter Park, Orange County, the Commission, and others submitted letters of support for that application. If there is an opportunity to pursue other grants, we're certainly open to it.
- **Jennifer Stults:** I think that makes sense. The formula grants are what they are. We usually have a pretty good handle on that. The discretionary grants were probably more what I was asking. It sounds like those are just going to be icing on the cake if we get them and we have enough reserves if there is a matching requirement or some other partnering.
- **David Cooke:** The Maitland Bridge, just to be clear, we're not asking the Commission or the funding partners to participate in that. It would be the state as well as part of the federal grant with FRA.
- **Renzo Nastasi:** I thought you were asking for local funds?
- **David Cooke:** That was local support. When I say the letters of support for the project, as far as the funding is concerned, that bridge was going to be state funded to begin with and then we have an opportunity to pursue the Fed State Partnership grant that was advertised a couple of months ago. We've been putting that application together. We went for an 80/20 split – 80% federal, 20% state.
- **Renzo Nastasi:** When are all the contracts up for renewal like for Alstom and all the other consulting contracts?
- **David Cooke:** For the contract extensions, it's three years.
- **Mike Heffinger:** With the contracts that we're using right now we're renewing those on an annual basis. We're renewing until we get to the point where we can hand them over. When the locals take over at that point, then there's three years for the opportunity for a new procurement.
- **Renzo Nastasi:** That's why I was asking the question.
- **David Cooke:** Once we assign those contracts to the Commission, then it's a three-year time clock on them .
- **Renzo Nastasi:** Once they get renegotiated?
- **David Cooke:** Correct. Those have been extended through the LFA period right now, but because

of the way we receive payments for the O&M. We do quarterly work orders for them.

- **Renzo Nastasi:** To reiterate, for the time being the renewal is every year until transition happens and then we can negotiate?
- **David Cooke:** Yes. There's a three-year clock.
- **Renzo Nastasi:** Was there any further discussion on interoperability for ticketing system with LYNX and Votran?
- **David Cooke:** We are looking at potential to have a Bluetooth unit that can read those tickets that would be assigned to the buses. That's something we're looking at. Interoperability is also contingent upon working with the different operators and as those systems and that software changes, then that becomes a little problematic. We're certainly available and willing to work on that. The original contracts, we had some back and forth contracts, the original interoperability, we had some issues between the two different vendors as far as their ability to share that technology.
- **Renzo Nastasi:** Not to speak for LYNX, but I think you were looking at upgrading some of your technology, so I don't know if that was part of the conversation or not. In the future, it will make sense. That would include GOAA ticketing, for example, for parking.
- **David Cooke:** Absolutely. Like you said that interoperability would be great. I know we've talked with the vendor for Votran as well and there was some back and forth on what's required because of the sharing of proprietary information and trying to keep those firewalls in place.
- **Renzo Nastasi:** I hope those conversations continue so at some point we can have a seamless transition.
- **David Cooke:** We are looking at an option, at least with mobile ticketing, to be able to use a special device basically so we could scan on the buses and that would be something we'd have to install on the buses.
- **Bobbie King:** I'm assuming the technology need is for the free transfer to or from for the SunRail ticket. Is that what we're talking about? I think the conversation should probably also include do the entities still want to continue the free discounted trip. In our case, we provide a bus transfer from SunRail and it's a discount or free. I think at some point the discussion should be had about whether that free piece continues. I know Volusia County would like to consider maybe not having that connection. We would charge the \$2.00 for the bus trip. I think the conversation should be had at some point. In our case we have some grant funding and we use that to fund the revenue loss, but at some point that grant funds will go away and we'll need to determine whether or not we'll charge at that point or continue accepting free transfers.
- **David Cooke:** I think that falls back to the fare policy. That's something that could be reexamined. There's been talk, but we really haven't pursued anything on that.
- **Chair Chrissy Martin:** Good discussion. To recap, this budget is going to be brought back to us in March. I know from the CFO Group they were looking for any of the supporting documentation to back up these numbers. That would be the actuals from 2025 if we can get our hands on those as well as anything else, and I would yield to Jose Fernandez from my team. I'm at the city, but also if anyone else thought there was more substantive backup. I know when we do our budgets and we have to have all of that backup material for it, so that would be helpful for our CFO's to feel comfortable signing off on it. If that could happen before we vote on it in March to that CFO Group of the local funding partners, that would be helpful. We need to update the presentation so that it reflects the additional leasing as well as any additional changes on numbers that produces. Contingent on that, I think then we would feel a little bit more comfortable voting on it in March. I do think that it's May that the board has to have everything solidified by. Is that correct with a final vote?
- It's April 1.
- **Chair Chrissy Martin:** It's April. So we do need that March meeting, we do need a quorum, and we need to be able to figure out if we're going to be able to suggest it to the Board for final vote

in April.

Election of Officers

- **Chair Chrissy Martin:** Moving on to the election of officers.
- **Renzo Nastasi:** Mr. Cooke, didn't we just have elections?
- **David Cooke:** We had elections for the Commission.
- **Renzo Nastasi:** Not for the chair here?
- **David Cooke:** No, a year ago. Time goes by fast.
- **Mike Heffinger:** Are you afraid you may be nominated?
- **Renzo Nastasi:** No.
- **Renzo Nastasi:** Are you ready for nominations, or am I jumping the gun?
- Motion by Renzo Nastasi and second by Shad Smith to nominate Christina Martin from the City of Orlando as Chair – motion passed unanimously.
 - The reason is to have the alignment of the TAC Chair with the CFCRC Board Chair makes sense to have.
- **Chair Chrissy Martin:** With that same thought in mind, then I would say that the Vice Chair should be nominated as Orange County for the vice chair because they sit as the vice chair on the CFCRC.
- Motion by Chrissy Martin and second by Chris Carson for Orange County to become the Vice Chair of the CFCRC TAC – motion passed unanimously.
- **Chair Chrissy Martin:** We don't need a secretary, correct? That's not elected.
- **David Cooke:** That's correct.
- **David Cooke:** Madam Chair, I do want to interrupt really quick. I am told we do have a secretary position on the TAC. Although, we have not had a secretary in several years.
- Motion made by Renzo Nastasi and second by Chrissy Martin to nominate Ms. Stults from Osceola County as Secretary – motion passed unanimously.

Committee Member Comments

- **Sarah Larsen:** I know you've asked in the past about the SunRail parking. A study is in our UPWP for fiscal 27/28. I know that was brought up and just following up. It'll be for our fiscal 27 which doesn't start until July.
- **Chair Chrissy Martin:** We're looking at probably towards the summer then. Perfect. Thank you.
- **Chair Chrissy Martin:** The next meeting is March 11th at 1:30 p,m, in the same room. I would ask that everyone be present please, because we will need a quorum to pass and send forward the budget.

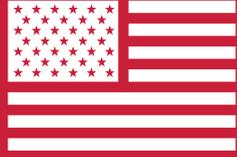
Next meeting is scheduled for March 11, 2026, at 1:30 p.m., Lynx Central Station, Administration Building, Open Space Room

Meeting adjourned at 2:42 p.m.



WELCOME





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



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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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TAC CHAIR'S REPORT

CITY OF ORLANDO





APPROVAL

ADOPTION OF FEBRUARY 11, 2026
MEETING MINUTES





PUBLIC COMMENTS





AGENCY UPDATE

DAVID COOKE



JANUARY RIDERSHIP

Strong Start to 2026



January's ridership exceeded last year with two fewer days of service

- ✓ **7% increase** over January 2025, signaling a strong start to 2026.
- ✓ Average daily ridership reached **5,315**.



SUNRAIL MARKETING

Engaging Campaigns to Promote Ridership



- ✓ Valentine's Day themed promotion attracted **over 5,300 riders**.
- ✓ **Presidents' Day Campaign** with interactive activity sheet and limited-edition commemorative stickers drew **more than 6,300 riders**.
- ✓ **Boosted interactive participation** through engaging newsletter reaching over **17,000** inboxes.



LATE NIGHT SERVICE HIGHLIGHTS

Growing Ridership with Expanded Service



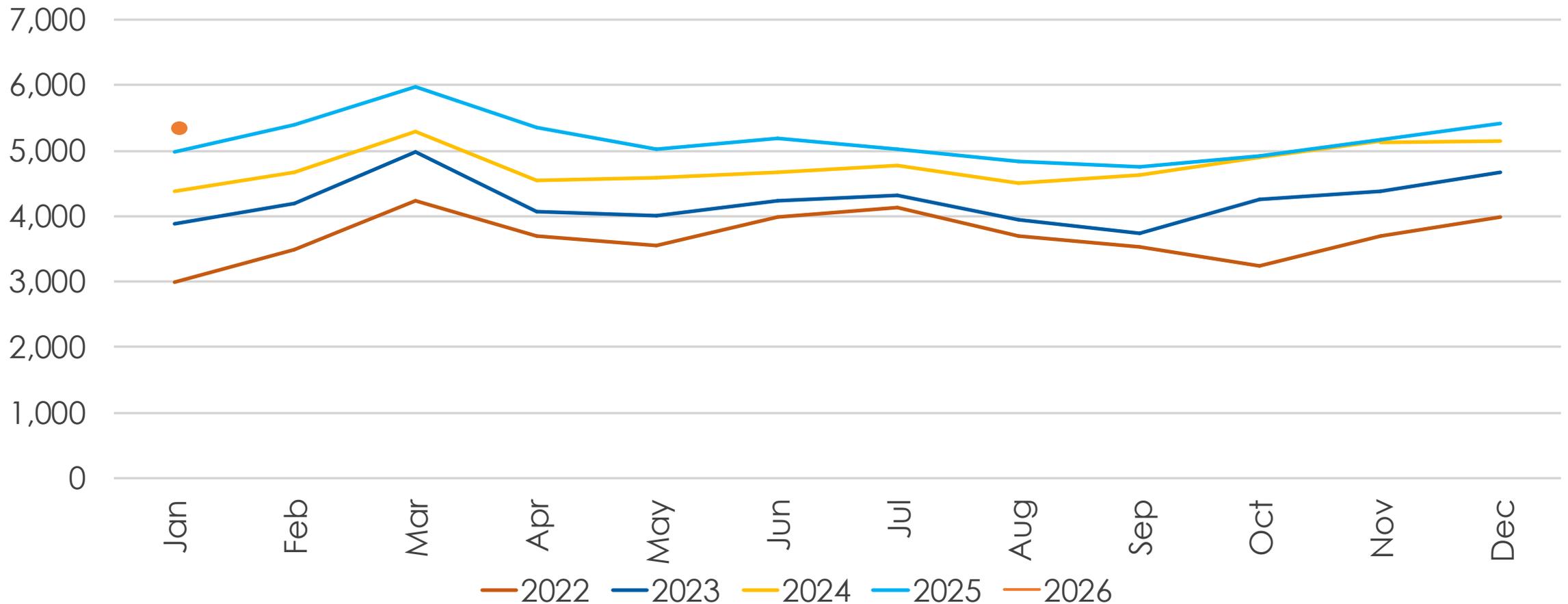
- ✓ Magic game night trains P341 and P342 is **114% higher** compared to non-game nights.
- ✓ Over **3,000 additional riders** on the P341 and P342 trains year-to-date.
- ✓ Social media top performing post - late night service for Orlando Magic home game.
 - Impressions - **257% increase**
 - Engagement - **307% increase**
 - Engagement rate - **14% increase**



AVERAGE DAILY RIDERSHIP

January 2026 Ridership - 111,630
Up 2% Over 2025

January 2026 Average – 5,315



ON-TIME PERFORMANCE

JANUARY 2026

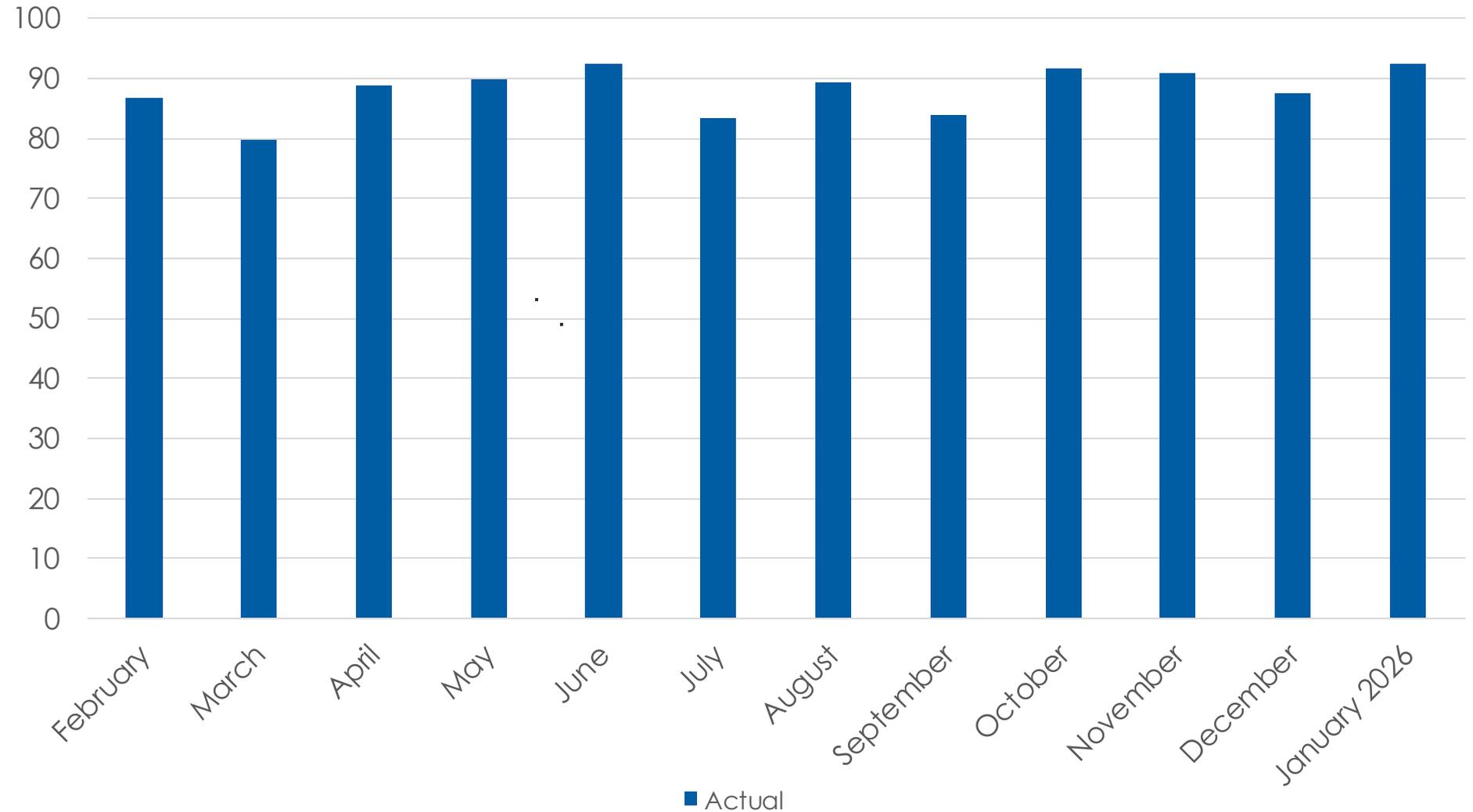
CONTRACT GOAL = 95%

CONTRACT = 98.98%

ACTUAL = 92.52%



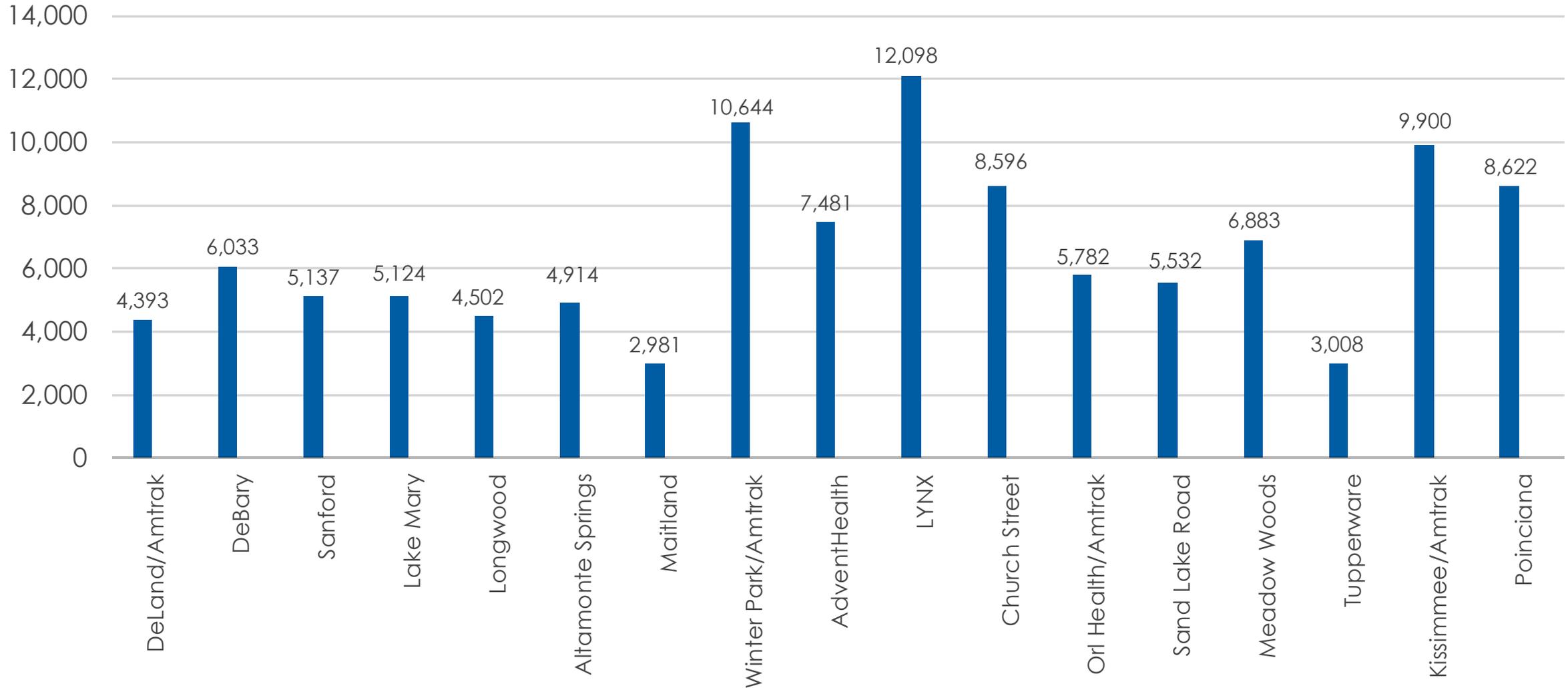
- ✓ 21 Operating Days
- ✓ Ran 882 Tains



BOARDING BY STATION

RIDERSHIP JANUARY 2026

Total Ridership = 111,630





LYNX CONNECTIVITY

BRUCE DETWEILER - LYNX





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%



VOTRAN CONNECTIVITY

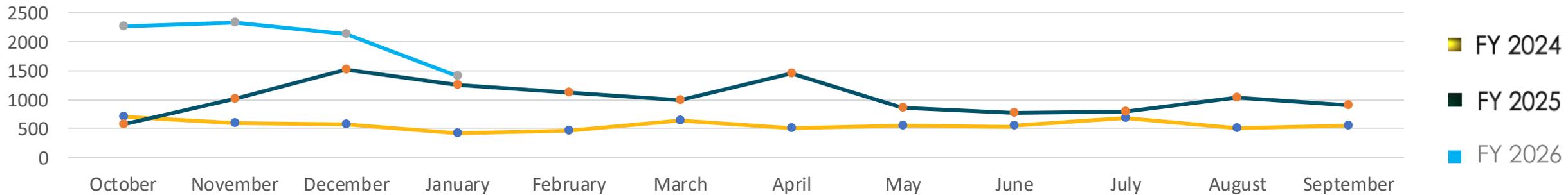
JACOB LUNCEFORD – VOLUSIA COUNTY



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									64
Total Monthly Ridership	2,278	2,332	2,145	1,410									5,635
Avg Daily Ridership	99	123	98	64									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									64
Total Monthly Ridership- DeBary	93	81	92	115									266
Total Monthly Ridership- DeLand	166	68	210	247									444
Total Monthly Ridership- Both Stations	259	149	302	362									710
Avg Daily Ridership	12	8	14	17									34

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



DISCUSSION ITEMS





LFY 2027 BUDGET UPDATE

LORIE BAILEY BROWN & JOSE FERNANDEZ



CFCRC Tentative Budget FY26-27



FY26-27 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%
Total	\$ 109,666,911	\$ 109,621,192	\$ 45,719	.04%



Revenue - Consolidated

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Farebox Revenue	\$ 2,283,981	\$ 2,211,461	\$ 72,520	3%
CSX,Amtrak, FCEN Usage	4,517,462	4,997,777	(480,315)	-10%
ROW & Ancillary	545,694	612,475	(66,780)	-11%
FDOT PTC Contribution	5,100,000	5,100,000	-	0%
FTA Grants (5307/5337)	19,047,439	19,254,480	(207,041)	-1%
Additional Capital Funding	-	3,966,401	(3,966,401)	-100%
FDOT Revenues Subtotal	\$ 31,494,577	\$ 36,142,594	\$ (4,648,017)	-13%



Revenue – Consolidated

CFCRC Revenues	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%
Sub-Total CFCRC Revenues	78,172,334	73,478,598	4,693,736	7%
Total All Revenues	\$ 109,666,911	\$ 109,621,192	\$ 45,719	0.04%



Expenses - Consolidated

Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
Operations/Maintenance	\$ 35,297,530	\$ 33,030,807	\$ 2,266,723	7%
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%
Gallagher Insurance	5,400,000	5,100,000	300,000	6%
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%



Expenses - Consolidated

Expenses - Consolidated System (continued)				
Description	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
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%
Technology	950,000	105,000	845,000	805%
Train Wash Services	513,175	-	513,175	100%
Other (Wi-Fi, Comms, Banking)	476,612	515,000	(38,388)	-7%
FDOT O&M Contingency	1,500,000	2,000,000	(500,000)	-25%
FDOT Operating Expenses Subtotal	\$ 89,833,561	\$ 81,504,191	\$ 8,329,370	10%



Expenses - Consolidated

Expenses - Consolidated System (continued)				
Other Major Categories:	FY26-27 Tentative	FY25-26 Budget	Change \$	Change %
FDOT Capital Maintenance (Detail on Next Slide)	\$ 12,330,970	\$ 19,113,401	\$ (6,782,431)	-35%
CFCRC Operating (Professional Svc, Banking)	1,002,380	503,600	498,780	99%
CFCRC Contingency Reserve	500,000	500,000	-	0%
CFCRC Reserves (State of Good Repair)	6,000,000	8,000,000	(2,000,000)	-25%
Total All Expenses	\$ 109,666,911	\$ 109,621,192	\$ 45,719	0.04%



FDOT – Capital Requests

FDOT Capital Request Detail				
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%
Subtotal	\$ 9,130,970	\$ 14,913,401	\$ (5,782,431)	-39%
Consultant Support	3,200,000	4,200,000	(1,000,000)	-24%
Total	\$ 12,330,970	\$ 19,113,401	\$ (6,782,431)	-35%



CFCRC Portion of Consolidated Budget

Revenues	FY26-27 Tentative
LFP Contribution	\$ 65,072,334
Interest Earnings	200,000
Appropriated Fund Balance	9,000,000
Total CFCRC Revenues	\$ 74,272,334

Expenditures	FY26-27 Tentative
Payments to FDOT	\$ 66,769,954
CFCRC Inhouse Operating	1,002,380
CFCRC Reserves	500,000
State of Good Repair	6,000,000
Total CFCRC Expenditures	\$ 74,272,334



Summary of LFA Allocations

County \ City	FY2027	FY 2026	\$ Change	% Change
Volusia County	\$ 6,374,424	\$ 6,647,588	\$ (273,164)	-4.11%
Local Operating Support	5,706,278	5,396,111	310,167	5.75%
Capital Maintenance	668,146	1,251,477	(583,331)	-46.61%
Seminole County	11,255,970	11,516,626	(260,656)	-2.26%
Local Operating Support	10,391,064	9,896,606	494,458	5.00%
Capital Maintenance	864,906	1,620,020	(755,114)	-46.61%



Summary of LFA Allocations

Orange County (Remitted by Orange County)	14,966,150	14,457,911	508,239	3.52%
Orange County (Sub-total)	7,880,904	7,940,797	(59,893)	-0.75%
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%
City of Orlando	20,094,270	18,632,356	1,461,914	7.85%
Local Operating Support	19,804,916	18,090,379	1,714,537	9.48%
Capital Maintenance	289,354	541,977	(252,623)	-46.61%
Osceola County	12,381,520	11,974,117	407,403	3.40%
Local Operating Support	11,876,465	11,028,119	848,346	7.69%
Capital Maintenance	505,055	945,998	(440,943)	-46.61%
Total	\$ 65,072,334	\$ 63,228,598	\$ 1,843,736	2.92%

Only bolded amounts are included in total.



CFCRC Tentative Budget FY26-27

Questions?





COMMITTEE MEMBER COMMENTS





NEXT MEETING

APRIL 8, 2026, 1:30 PM

LYNX CENTRAL STATION
ADMINISTRATION BUILDING





SUPPORTING CHARTS AND DATA

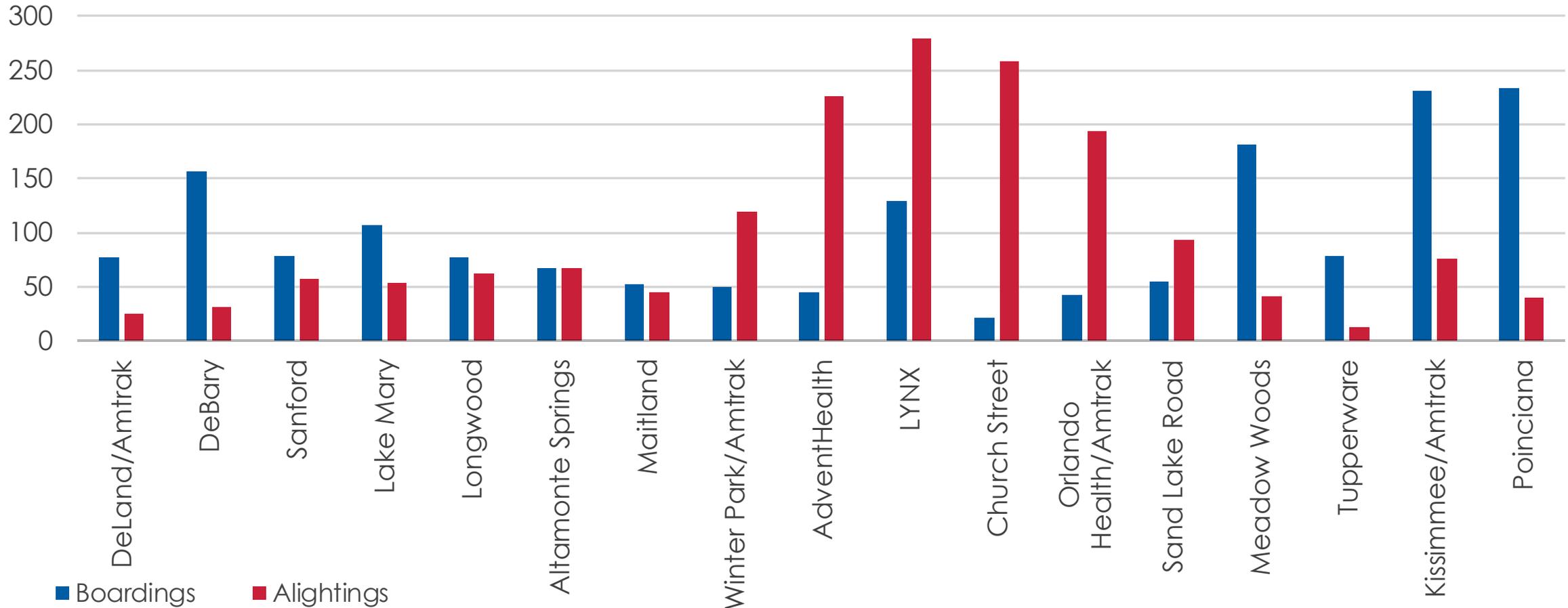


BOARDINGS & ALIGHTINGS

JANUARY 2026



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

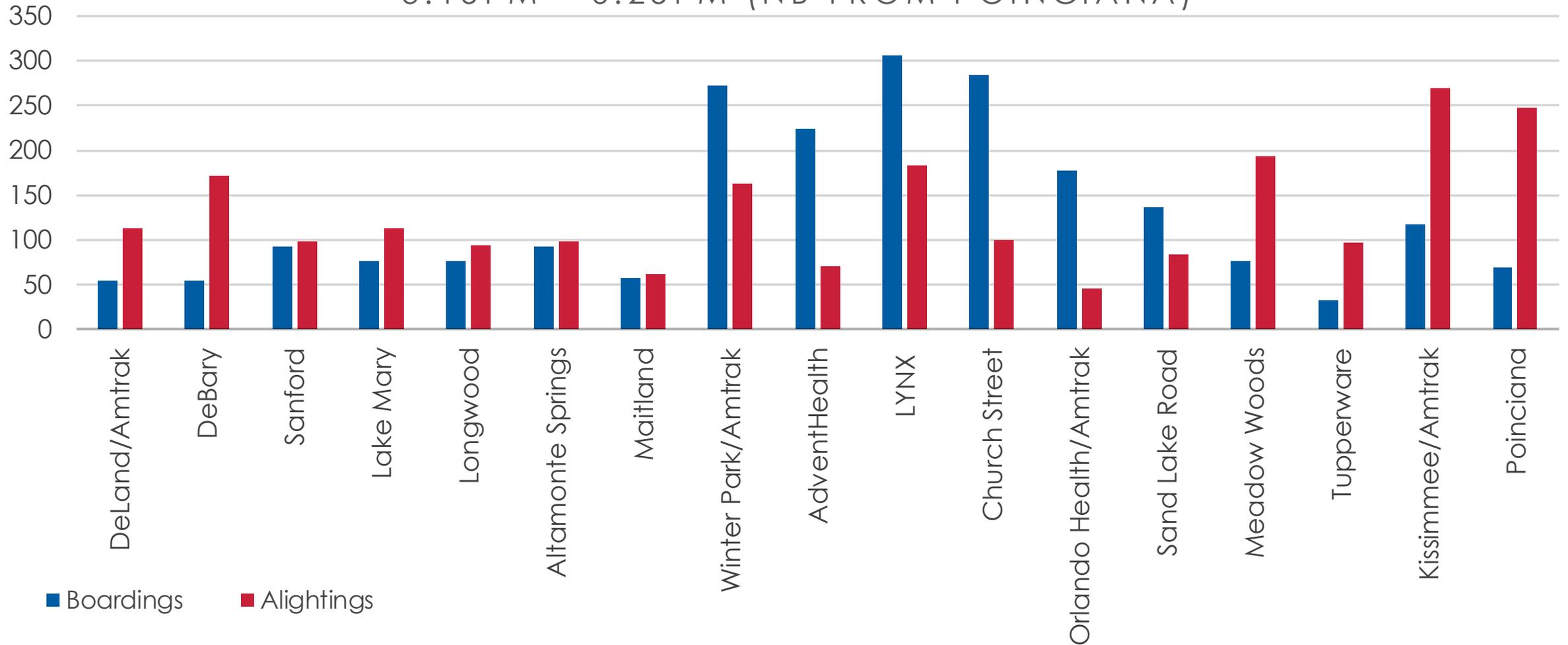


BOARDINGS & ALIGHTINGS

JANUARY 2026



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

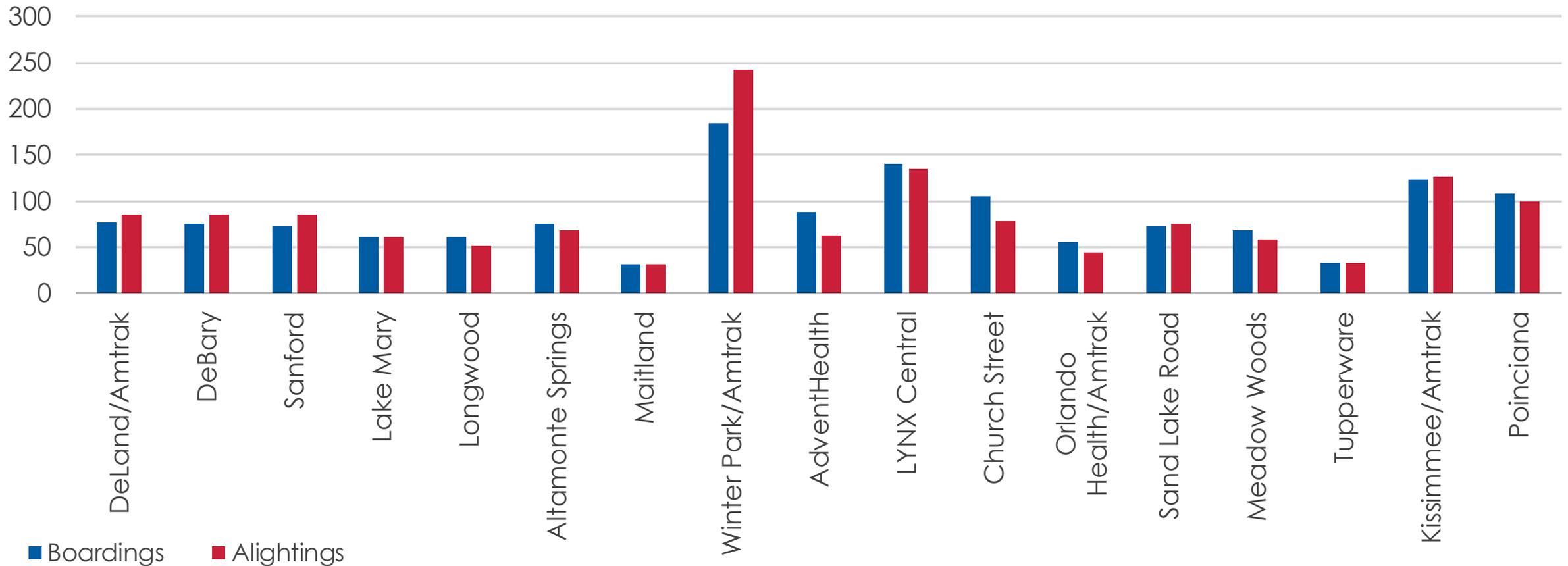


BOARDINGS & ALIGHTINGS

JANUARY 2026

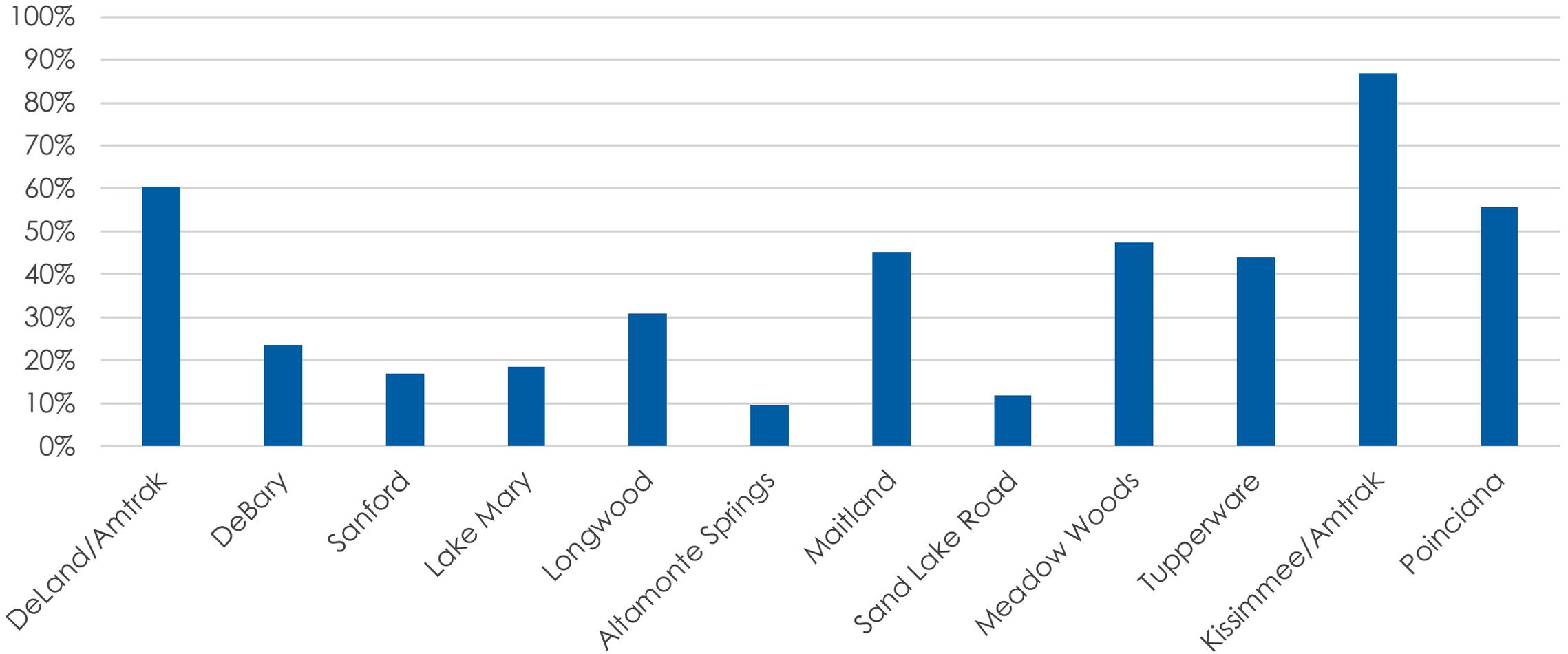


OFF PEAK
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)



STATION PARKING

JANUARY 2026

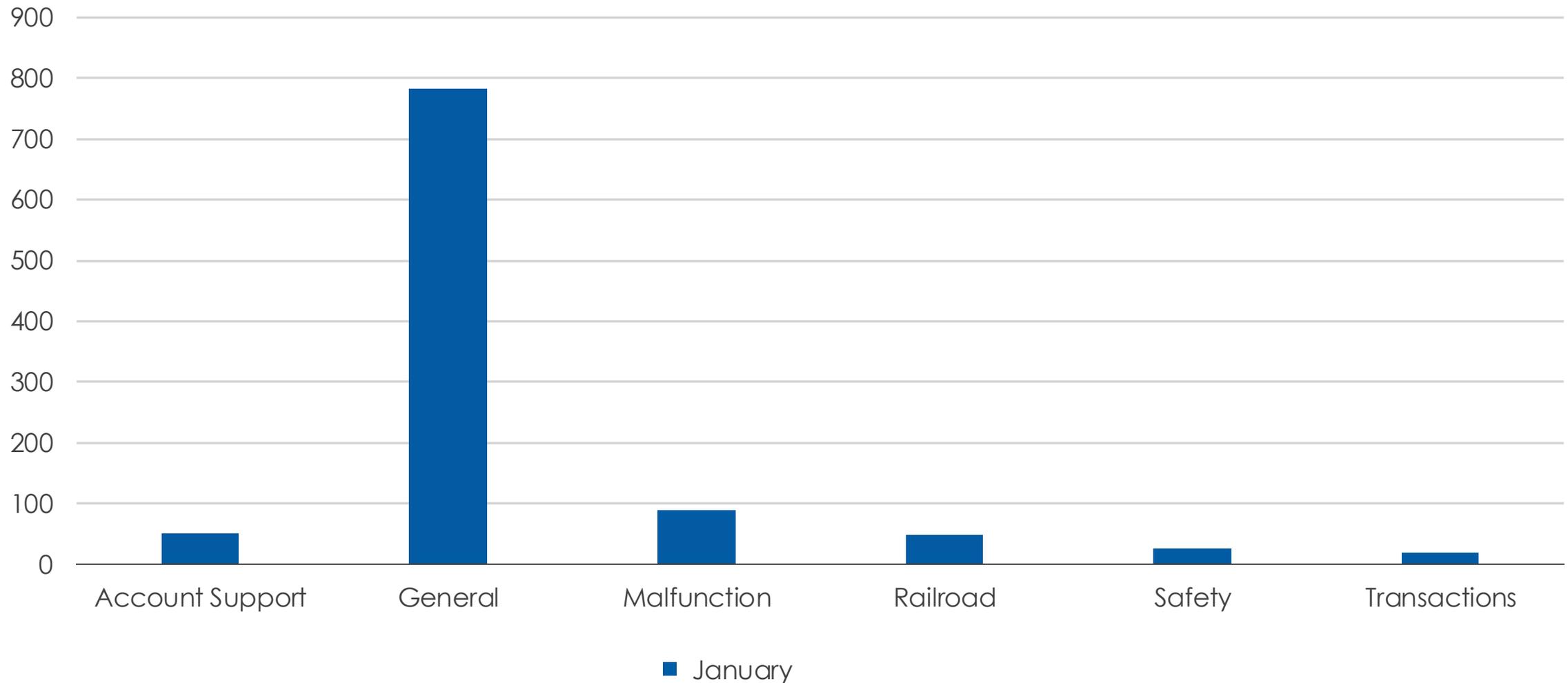


CUSTOMER SERVICE CALLS

JANUARY 2026



TOTAL CALLS 1,017



TRAIN PERFORMANCE DETAIL

JANUARY 2026



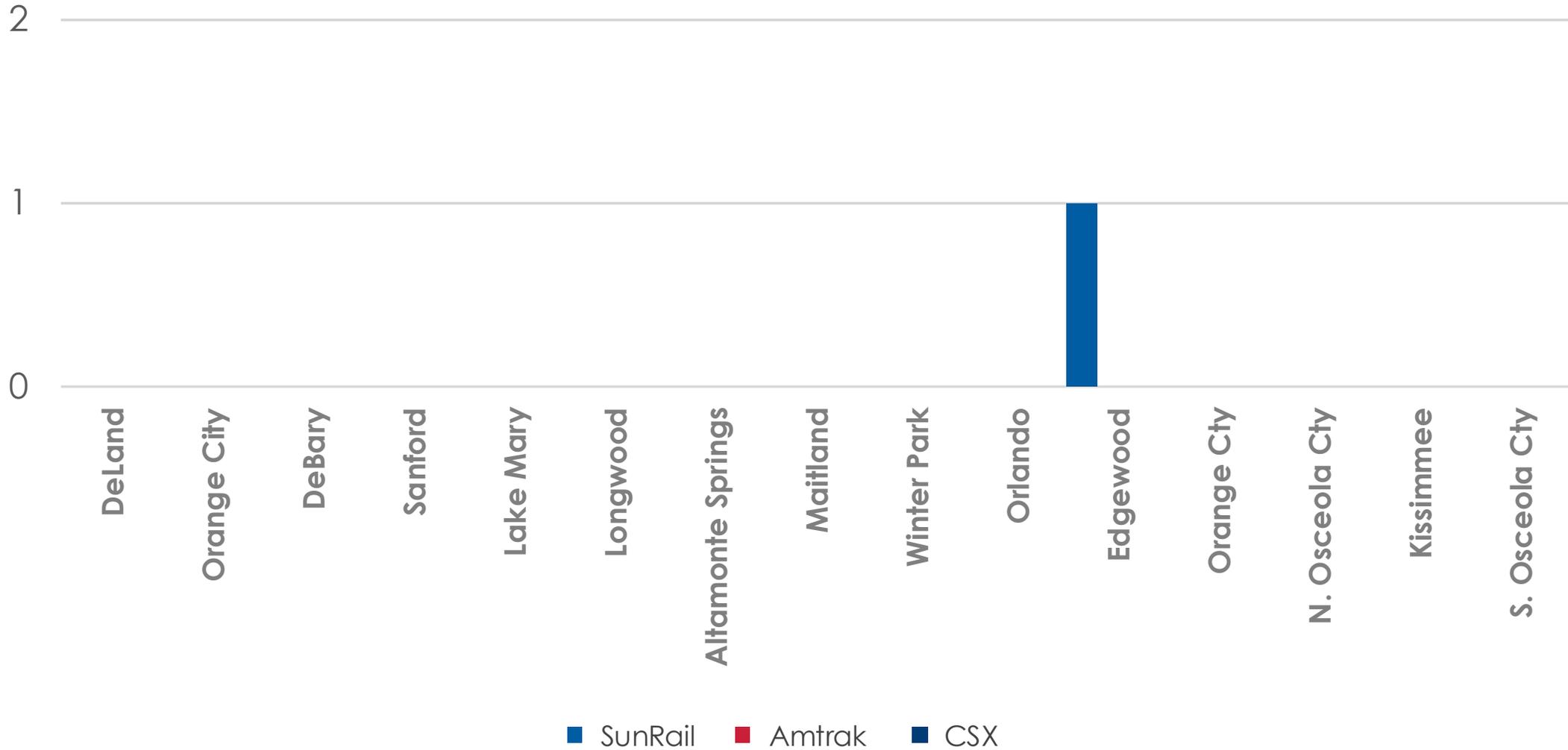
TRAIN PERFORMANCE OVERVIEW	Trains	Percentage
On-Time	816	92.5%
Late	62	7.0%
Annulled	4	0.5%
Total Trains Operated	882	100.0%

PERFORMANCE DETAIL	Days	Trains	Percentage
Maintenance of Way	6	9	1.0%
Mechanical	6	9	1.0%
Other	3	6	0.7%
Passengers	2	4	0.5%
Police Activity	1	1	0.1%
Signals & Components	3	15	1.7%
Trespasser/Grade Crossing/Near Misses	3	12	1.4%
Train Interference	6	7	0.8%
Weather	1	3	0.3%
Total (Rounded)		66	7.5%

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

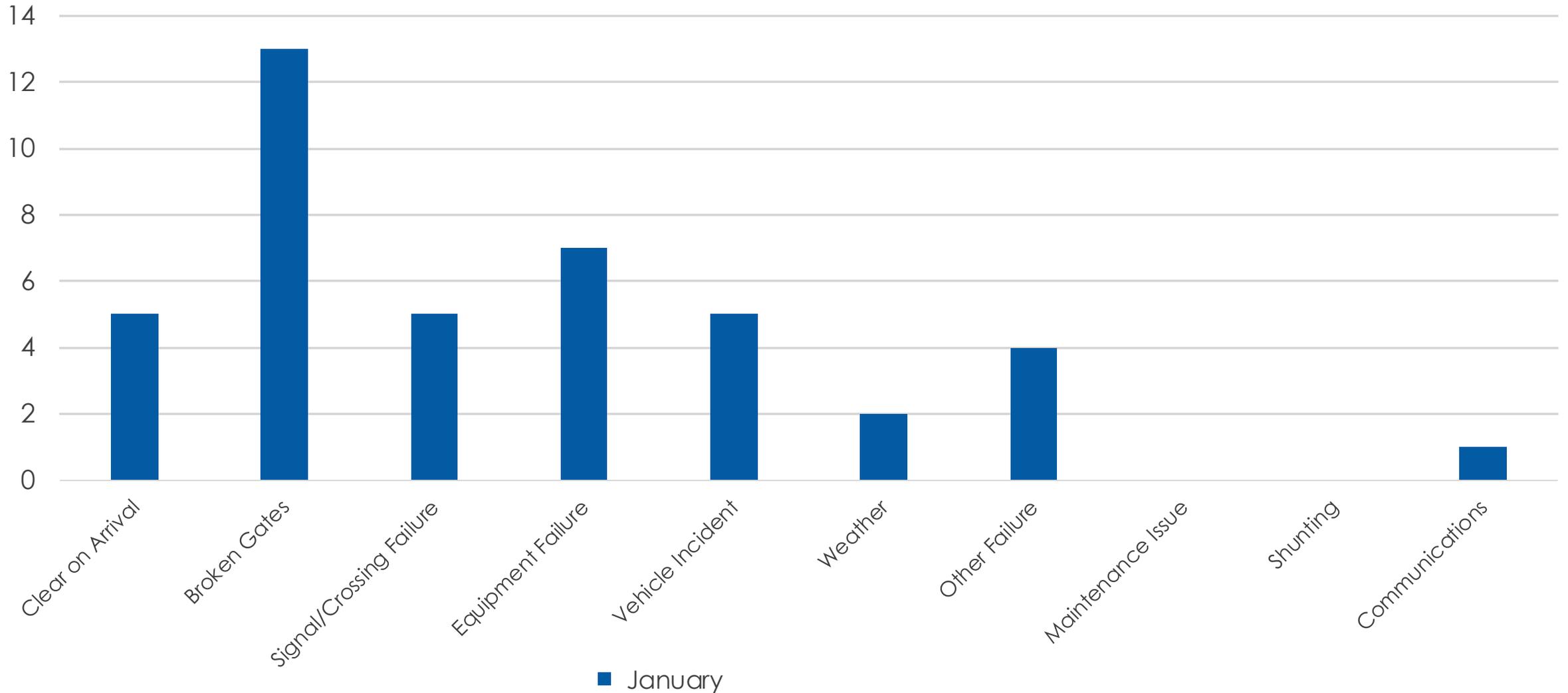
REVENUE INCIDENTS BY CITY/COUNTY

JANUARY 2026



CFCRC SIGNAL SYSTEM INCIDENTS

JANUARY 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

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



OPERATING COSTS, AND CONSULTANT SUPPORT	ANNUAL BUDGET	FISCAL 25/26 YTD Jan 31 st , 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
Subtotal - System operating costs	\$68,504,191	\$42,085,778	\$38,098,247
Consultant Support	\$11,000,000	\$6,416,667	\$5,960,067
TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT	\$81,504,191	\$48,502,445	\$44,058,314

FY 25/26 OPERATING BUDGET UPDATE



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
\$7,231,553

\$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
\$4,218,406	\$4,223,616

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

\$20,719,876	\$20,725,085
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