

# CUSTOMER ADVISORY COMMITTEE

☆☆☆ OCTOBER 1, 2026





# Central Florida Commuter Rail Commission

## Customer Advisory Committee

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**Date:** October 1, 2026  
**Time:** 5:00 p.m.  
**Location:** LYNX Central Station  
2<sup>nd</sup> Floor Open Space Room  
455 North Garland Avenue  
Orlando, Florida 32801

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***PLEASE SILENCE CELL PHONES***

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- I. Call to Order and Pledge of Allegiance**
- II. Confirmation of Quorum**
- III. Chairman Remarks – Luis Nieves-Ruiz**
- IV. Action Items**
  - a. Meeting Minutes Approval: April 2, 2026
- V. Public Comments**
- VI. Discussion Items**
  - a. Agency Update – David Cooke FDOT/SunRail, Rail Administration Manager
  - b. Bus Connectivity
    - i. LYNX – Bruce Detweiler
    - ii. Votran – Siva Persad



# Central Florida Commuter Rail Commission

## Customer Advisory Committee

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### **VII. Informational Items**

- a. Rail Safety Week
- b. Small Business Outreach

### **VIII. Committee Member Comments**

### **IX. Next Meeting**

- a. Next Meeting – January 7, 2027, 5:00 p.m. LYNX Admin. Building, 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](mailto:roger.masten@dot.state.fl.us) at least three business days prior to the event.*

# Customer Advisory Committee

April 2, 2026  
5:00 p.m.  
Hosted by FDOT  
LYNX Central Station

**Attendees:** Paul Satchfield, Patrick Austin, Anne Thomas, Carlos Perez Rivera, Daniel Lopez, Jarod Ruiz, Luis Nieves-Ruiz, Gordon Spears, David Cooke, Michael Carman, Sandra Gutierrez, Matthew Seagle, Debra Macklefresh, Siva Persad, Bruce Detweiler, Linda Nesbitt, Bill Land, Mark Calvert

## Minutes

**Meeting called to order by Chair Luis Nieves-Ruiz at 5:00 p.m.**

**Pledge of Allegiance**

**Meeting did have a quorum.**

**Announcements:** Chairman's Remarks

**Presenter:** Luis Nieves-Ruiz

- Introduced Debbie Macklefresh who replaced Kim Hymes.
- **David Cooke:** Going forward the information in the packet will be coming from Debbie.
- **Luis Nieves-Ruiz:** On February 12<sup>th</sup>, I attended the TBLCD meeting; the paratransit LYNX meeting. As part of my responsibilities, I attend, and I have nothing big to announce from that meeting.
- **Luis Nieves-Ruiz:** On March 26<sup>th</sup>, we had the Central Florida Commuter Rail Commission meeting downstairs in the other room. I had to leave a little early, but we have the marketing committee here. Other than that, there were not any major action items, right?
- **David Cooke:** From the commission meeting?
- **Luis Nieves-Ruiz:** Yes, for the Central Florida Commuter Rail Commission meeting.
- **David Cooke:** The only major item on the agenda this past month was the budget, and they did approve it.
- **Luis Nieves-Ruiz:** They did pass the budget. The counties and the city of Orlando are going to be taking over SunRail next fiscal year in October.
- **David Cooke:** Currently, our agreement is through December 31, 2027. The budget that was just approved was for fiscal 2027, which starts in October 2026. It's local fiscal year budget.
- **Luis Nieves-Ruiz:** The responsibility of financials is going mainly to the counties.
- **David Cooke:** As far as financial responsibility, yes.
- **Luis Nieves-Ruiz:** I do have a big announcement. We have an award-winning artist on the CAC. I would like to congratulate Paul Satchfield for winning a Diamond Award for the conservation and countryside for this beautiful picture he took on SunRail coming from Sand Lake Road and going to Longwood. Congratulations, Paul! Commissioners Constantine and Lockhart gave me this certificate to pass along to him.
- **Paul Satchfield:** Being in the right place at the right time, that's 90% of the power.
- **Luis Nieves-Ruiz:** I'm part of the council, so we voted for different pictures, and we don't know who took the pictures. It was a half an hour process, and it was a lot of work. Congratulations Paul, and you'll get to see the beautiful picture he took as it gets passed around.

**Action Items – Meeting Minutes:****Presenter:** Luis Nieves-Ruiz

- Motion to adopt January 15, 2026, meeting minutes and seconded. Motion passed unanimously.

**Public Comment:**

- None received.
- **Luis Nieves-Ruiz:** For the next four meetings, I'm going to increase the meeting announcements in the hopes someone shows up to say great things about the train.
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**Agency Update:****Presenter:** David Cooke

- In February, we had a couple of marketing events specifically related to Valentine's Day and President's Day. It is the 250<sup>th</sup> anniversary of the country this year and it was a big day. We did have a lot of ridership. School was out on President's Day. We had over 6,300 riders on a Monday, which is usually one of our slower days.
- We continue to see success on those later night evening trains, especially on game nights. So those are picking up as well as some of the commuter riders in the late evening are getting used to that extra train in that mid-evening window. We're seeing good participation in those newer schedules.
- Ridership in January through February averaged 5,341 daily riders. We expect that to pick up in March.
- ADA for January and February averaged 25 ADA riders a day and 256 bicycles.
- Our station utilization as far as our boardings, LYNX is the highest station for boardings, followed by Winter Park and then Kissimmee. These typically will change next month when you see the report for March. Usually this time of year, Winter Park takes the lead with the activities that happen during spring break.
- Our total ridership in January through February was at 218,000. We had over 355,000 through March.
- Our on-time performance for February was just above 90%, so we're still seeing good performance on our trains.
- **Luis Nieves-Ruiz:** I board at the Winter Park Station and spring break was brutal and it was also around the time of the Winter Park Arts Festival. We had about three to four people working at that station, and it was full. There were even people coming from The Villages who took the train in DeLand and traveled south. It was a huge group coming in, and there was a lot of activity. I wish the city was a little more supportive and included Saturday like they did a couple of years ago, because you certainly saw the level of activity all through March. Over 300,000 ridership doesn't surprise me. A lot of leisure travelers have been coming in the past month.
- **Gordon Spears:** I've come here, and I've asked you for a presentation about what's happening with the addition of the new line that would go from MCO to the convention center and perhaps points beyond. I've asked you about this almost every month and I have not seen it. David, can I get a commitment from you that you will have a presentation for us at our next meeting regarding the new line, where it stands, what the design intent is for it, or what are the concepts that are being discussed?
- **David Cooke:** I will be happy to take that back to our FDOT team and to the Sunshine Corridor team and see if that's something they could possibly do. Right now, I know they are working on the NEPA study for the corridor and that's ongoing work.
- **Gordon Spears:** I think we all understand that this is a design, and the concepts are still up in the air, but if we are to be a liaison between SunRail and the public, we need to be kept informed. In addition, the utility of the overall system depends in large part on how the connectivity is run between the North-South line and the future East-West line. If we're going to have an effective voice as an advocate for the riders, we need to be kept in the loop about design decisions. I see

that as part of our purview because these design decisions are going to determine how effective the overall system meets our needs. I think it absolutely is a case of our purview for being here. Once again, I'm asking for this presentation for our board.

- **Gordon Spears:** The next thing is something I have never really mentioned before, but considering the state of the economy, the state of the world in general, I would like to know how much debt does SunRail carry as a percentage of the operating cost? I think we all understand when you're purchasing right of way and rolling stock, there's going to be a significant upfront investment that may take several years to recoup through fares or other funding mechanisms. It would give me a lot more peace of mind to know that SunRail is on firm financial footing and not overextended, especially when we're coming into a point in our history where there could very well be a credit crunch and people are rightly concerned about public spending.
- **David Cooke:** We don't carry any debt so there are no outstanding loans for SunRail or for the SunRail system. Everything is paid for as we go.
- **Gordon Spears:** Even the long-term major expenses like right of way and rolling stock are all accounted for by the yearly budgets?
- **David Cooke:** Correct. There's no outstanding debt for any of the vehicles.
- **Gordon Spears:** Good to know. Thank you.
- **David Cooke:** Everything was purchased up front with capital.
- **Gordon Spears:** Great. Thanks.
- **Luis Nieves-Ruiz:** If you're really concerned about the fiscal future, you really need to be able to watch what's happening in Tallahassee. If the House approved the referendum on property taxes, they would eliminate a lot of property, basically for people who own their homes or are homesteaded, it will eliminate only the local government portion of that. When you are developing a budget, you have the needs and the wants. SunRail is a want right now. If there's a cut to any of the county budgets or the city of Orlando budget, now they're going to be the ones running the show and that's going to be a problem. I say this because there needs to be a lot of education to the public about why you want a system like SunRail operating in our region, because there's still a lot of confusion and there's also a lot of misunderstanding on how property taxes are used. Orange County is one of the biggest contributors, at approximately \$33 million. When you look at what the train costs each year, it's not a lot of money when you have five local governments paying for it. I know there was a meeting in Seminole County where one of the commissioners said that if the property taxes were to be cut, their SunRail contribution would be the first thing they will get rid of. Local governments are becoming very skittish. At this point, the Senate has not approved any type of ordinance to start to create this referendum and bring it out to the public next year. We must be very cognizant that it may be coming. If that were to happen, it's up to us to talk to your family and friends and say this is not a good idea and this is why. SunRail is not only relieving the gridlock on I-4, it's about changing the transportation paradigm in this region. When you have something like the Sunshine Corridor planned right now, that's going to be a life changer if that gets approved. We have very good momentum right now. Most of the elected officials we have are very supportive of the rail. That's why I get concerned when we don't get any public comments or anybody knows the meeting is happening. The more support we garner from the public, the better opportunity we're going to have for keeping improving rail service in Central Florida. That's not for staff to do, that's for us to be supporting. Watch out what's happening in Tallahassee and know it's in our best interest that it doesn't pass.

**LYNX Connectivity:****Presenter:** Bruce Detweiler

- For January and February, we saw a 22% increase in connectivity ridership compared to last year. That's a big increase in ridership when you compare it to the previous months, October, November, and December. There's a reason why we're seeing such a large increase. It's not necessarily more people transferring to the trains. If you look at Altamonte Springs, you can see for the month of January and February, we saw a large increase in transfer activity at that location. That is because in January, we took several of our bus routes that were terminating at Fern Park, and we extended them over into the Altamonte SunRail Station. So, you're seeing more transfer activity between the buses at that station. Keep in mind that this report doesn't necessarily show all transfers onto SunRail between the buses. It's boardings and alightings by SunRail Station area. That's why you're seeing such a large increase for those two months. Taking that into account, the total ridership for the year shows a 9% increase when compared to last year.
- For January, feeder service in the south area for fixed routes saw a decrease of 3% and NeighborLink showed an increase of 18%. The ridership on the Sand Lake Station to Airport Corridor was also up by 13%.
- For February, fixed route service was down 8%, while NeighborLink saw no change in ridership compared to last year. The Sand Lake Station to Airport Corridor did show a decrease of 8% from the previous year.

**Votran Connectivity:****Presenter:** Siva Persad

- For January and February, we've seen a bit of a decline in connectivity with the Votran fixed route buses. This is a result of the circulator going into DeLand, the fixed route buses going to DeBary. Some tough decisions had to be made, and this goes back to what you were talking about earlier, where local governments (Volusia County) are making those decisions to start minimizing and saving as much as possible. You can see the impact that that's having with fixed route connectivity.
- We finished February again on the downside. However, we did introduce micro-transit services on the west side of Volusia County, which services both DeBary and DeLand.
- You can see with the numbers that are serving both DeBary and DeLand, we saw a significant increase in February; this is due to the dedication of micro-transit serving both DeLand and DeBary. We were expecting March to finish with a higher number than February did. From January to February, we did see a significant increase of micro-transit service users.
- **Luis Nieves-Ruiz:** If you've ever been to the DeLand Station, it's interesting because it's a very rustic area and there's biker bar on the back side of it.
- That building next to the rail was used during World War II for storage and it's a very historical building. It's broken down, but it's preserved. It's a cool thing that sits right next to the railroad.
- **Luis Nieves-Ruiz:** We went to the second floor because we wanted to look around. It had a very rustic type of look of agricultural buildings. Seeing that, I think it's worth it. I did have somebody asking about the circulator at the Winter Park Station. We can take the micro transit or worst case, Uber, to get to DeLand.
- With the removal of the fixed route, one of the things we did to entice people to continue using SunRail to DeLand we initiated a pre-booking option with our app (DeBary still has a fixed route going there). A lot of riders can pre-book 24 hours in advance, whether they're going to or from SunRail. We're giving them free transfer as well. So, they're coming to DeLand or going to SunRail, we're not charging passengers that are utilizing SunRail for any trips to or from.

**Informational Items – Marketing Update:****Presenter:** Mark Calvert

- 2025 was exciting for us. Overall, we saw ridership increase by almost 10%, December 2<sup>nd</sup>, we expanded from 40 to 42 trains daily, we kicked off the America 250 celebration, was able to transition some legacy apps into a consolidated mobile ticketing app, won a couple of statewide safety campaigns, executed 20 marketing campaigns, 85 group rides sold, 63 safety presentations, and 12 business commuter presentations. We really saw those take off in June/July, and that was the first indication in several years that people are getting back to the office. We don't only compete with the roads, but we also compete with remote work. A lot of downtown businesses, for the first time, really embraced the value of community thinking and we saw people going back to the office. With that, our outreach was met with “Yes, we want to hear about SunRail” and allowed us to get into the office. That's what I was really excited about. We've seen the continued momentum in Q1 of 2026.
- So, what are we doing this year? 10% - we like double digits as far as increase is concerned. David Cooke stated we expect to pick up ridership in March. We just received those numbers, and that is one of the most understated things I've heard. We haven't seen ridership numbers like we did in the month of March in five plus years. We're talking about pre-pandemic levels.
- At the date of the Winter Park Arts Festival, we saw over 11,000. If you removed that one and our lowest one, our average ridership in the month of March was about 6,000 per day. This is what we're looking for. We're making that leap back to pre-pandemic times, which is exciting. Another thing we do is we really look at our internal programs. The Commuter Benefits Program was a little clunky. We've been working hard to see how we can streamline it, make it easier for the businesses, for mostly the small businesses, the ones that don't have the dedicated HR representative, small businesses, sub 20 people where an HR director probably wears 10 different hats. We want to make it easy for them. We've been working very hard, and FDOT has been incredibly receptive as far as understanding how we can streamline these programs. Refocused efforts on the commuter. With all this remote work, success has really been based on how aggressive we can be attracting leisure ridership. Mr. Carman and his team do an incredible job keeping the rails safe, clean, and on time. It's a very easy sell for us. The focus is needed to get back to our core commuters, and that's what we're going to be working on. As Bruce Detweiler mentioned, in January we saw a switch from traditional bus lines to on-demand systems. It's part of our job to educate our riders as best we can to make sure that they are completely comfortable and up to speed with the different on-demand opportunities. That has been an ongoing drive as well. Our late-night programs, if you look at the P341 and the P342, especially out of DeLand, ridership numbers triple on game nights with the Magic. It's an easy pre-sell. They're not riding for free. The Orlando Magic has pre-purchased tickets for their fans. We've met with the Solar Bears. Fortunately, the key contact for the Solar Bears is the same person for the Magic, so it's something we're really going after next season. We've had some wonderful talks with Dr. Phillips Performing Arts Center as well. They're a little bit tricky because they have so many different programs. For the Broadway series, this might be a wonderful fit. For several other things that maybe you're not going to make that walk from the train over, so it's not something we can offer like the Magic for all games and all activities. We're really excited about that partnership.
- You will see, celebrate America 250. We've talked about the political landscape, and this is something we can all get behind. We are expanding our safety campaigns. It's wonderful to have Rail Safety Week one time a year, but we've really pushed it multiple times. We've had a lot of success, and it really allows us to embrace our first responder relationships. We're doubling up, 125 group rides. That's what we've tasked the team with. In fact in March, we set a new record. You mentioned the group from The Villages. We had eight buses that came from The Villages to DeLand Station. It wasn't easy, but the team pulled it off. Almost 500 people came in and they had such a great time, not only in transitioning at DeLand, but their experience to and from the Winter Park Arts Festival. The great thing about group sales is when we say 487 people, those are individual riders. When you're talking about ridership, assuming they're all coming

back, you're going to multiply those numbers by two. Now you see the value in the efforts targeting group sales. We did 20 last year. We're shooting for two a month. As far as creative marketing campaigns, we talked about the importance of attracting commuters, but with leisure services, especially with weather like we're experiencing lately, we need to always remind people of the reasons to ride. Every other day we get new news. Last week, I received the notice on transit-oriented development (TOD) and programs around the DeLand Station. If you want to really get excited about TOD, just get off at Tupperware and look around. That's what this system is all about. Not just the people we move, but the communities that we create.

- **Luis Nieves-Ruiz:** I don't know if you're going to get the report on the trains indicating whether we're very late or not. I can tell you there were about 20-30 people or more getting out of Winter Park. There were people who don't regularly take the train and wait until the last minute to come down to the train. For us who were trying to get in, it was extremely hard because they kept coming. That delayed us two to five minutes. That's what you want, to have more people wanting to ride. It's a good problem. I'm not complaining about it, but it was interesting. March is going to look good.
- **Siva Persad:** It's awesome that SunRail is promoting Celebrate 250. The 4<sup>th</sup> of July falls on a Saturday. Are there any plans with SunRail to celebrate America 250 on that Saturday?
- **David Cooke:** That is something that we would certainly entertain. It would have to be paid for by the local government partners. What we've looked at in the past was its system-wide, maybe structured a little bit from perhaps DeBary to Poinciana? It comes down to the participation of our local government partners and potentially some other agencies or groups that are interested in it. We have done it in the past where the Downtown Development Board has been a good partner and paid for some of that as well. So, it is an opportunity. I think everyone needs to take it back to their individual counties and supporters to see if that's something we can make happen. We've done it in the past with the Lake Mary Little League team when they won the World Series. That was an abbreviated service that was just in Seminole County and was paid for by Lake Mary. So that's something I know most of the partners would like everyone to participate so you can also go to other activities and events along the corridor, not just downtown on the 4<sup>th</sup> of July at Lake Eola. It's something we want to entertain and certainly if we have some willing partners who want to participate and pay for that additional service, we would do it. We're preparing to do that if the Commission wants to do that. Not putting any pressure on them because I understand the financial commitment it takes and that it could be 20 trains, or it could be a full schedule. I don't know if a full schedule the way we would normally run would make sense for those types of events. We may have to modify it for something like that.
- **Luis Nieves-Ruiz:** Are we doing special marketing for the IOA 5K race?
- **Mark Calvert:** This year, we're not going to be offering free rides. Certain things have changed. We do want to promote, and we have consistently promoted, there is certainly no better and more cost-effective option to get down for the IOA 5K race. We will not be offering free rides if you show your race bib, as we have done in the past, but we will be promoting it as your number one mode of travel.
- **Luis Nieves-Ruiz:** They need to pay like anybody else. I know that brings a lot of people downtown, and some of them may want to catch the train after the race.
- **Mark Calvert:** We support it every year. In fact, we've had teams that have not only been working at the event but participating in it as well. The only change this year will be we are not allowing free rides with a race bib.

**Committee Member Comments:**

- **Luis Nieves-Ruiz:** The next meeting is very close to the holiday. We've been having quorums the past year and that's made it much easier for me. I know we had three or four straight meetings with no quorum. I don't want the next Chair to have to deal with something like that.
- **David Cooke:** The next meeting does fall on the Thursday before the 4th of July weekend. I understand many people will be off on Friday, July 3<sup>rd</sup> as a holiday.
- **Luis Nieves-Ruiz:** Can we change the date?
- **David Cooke:** We could explore that.
- **Luis Nieves-Ruiz:** If you can work magic on it, maybe. If not, we just don't pass the minutes.

Next meeting is scheduled for Thursday, July 2, 2026, at 5:00 p.m. at LYNX Central Station Admin. Building, 2<sup>nd</sup> Floor, Open Space.

**Meeting adjourned at 5:39 p.m.**

sc 4/15/2026



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

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# CAC CHAIR'S REPORT

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LUIS NIEVES-RUIZ





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# APPROVAL

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ADOPTION OF APRIL 2, 2026  
MEETING MINUTES





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# PUBLIC COMMENTS

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# AGENCY UPDATE

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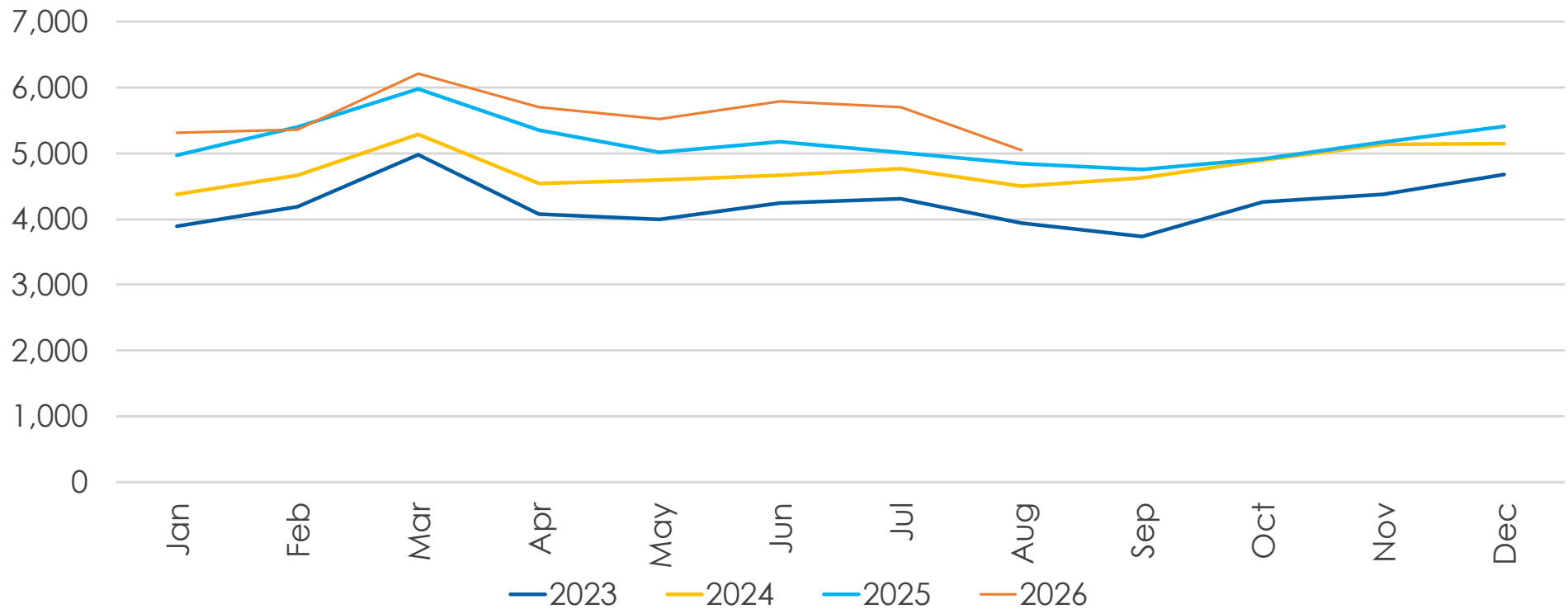
DAVID COOKE



# AVERAGE DAILY RIDERSHIP



June - August 2026 Average – 5,516

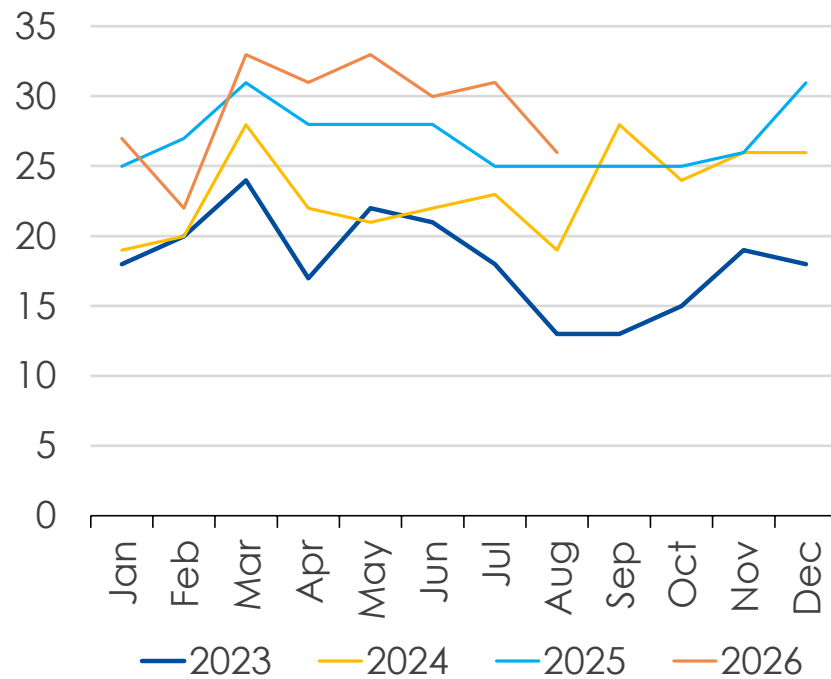


# ONBOARD STATS



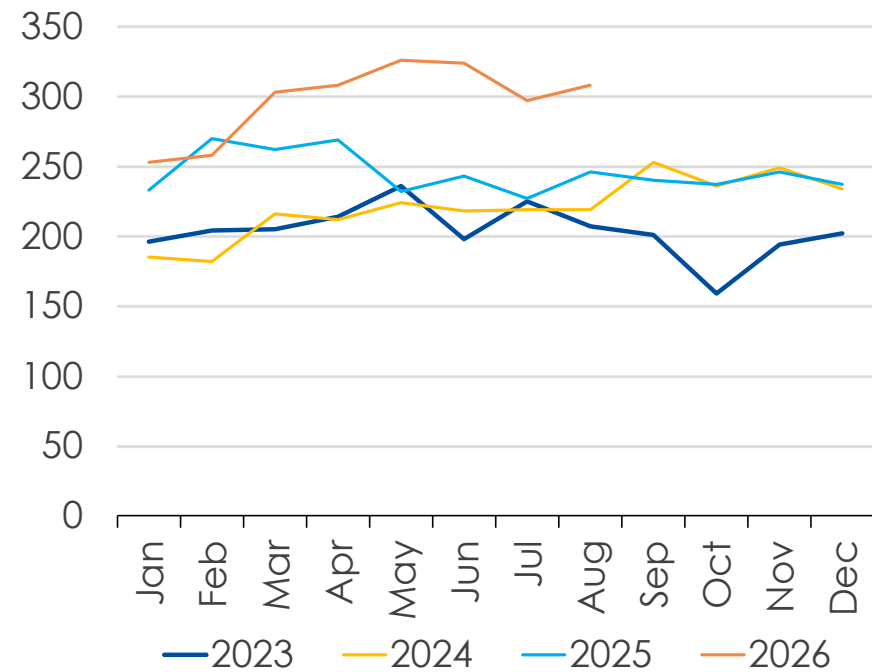
## ADA

Jun - Aug 2026 Average: 29



## BICYCLE

Jun - Aug 2026 Average: 310



# ON-TIME PERFORMANCE

JUNE - AUGUST 2026

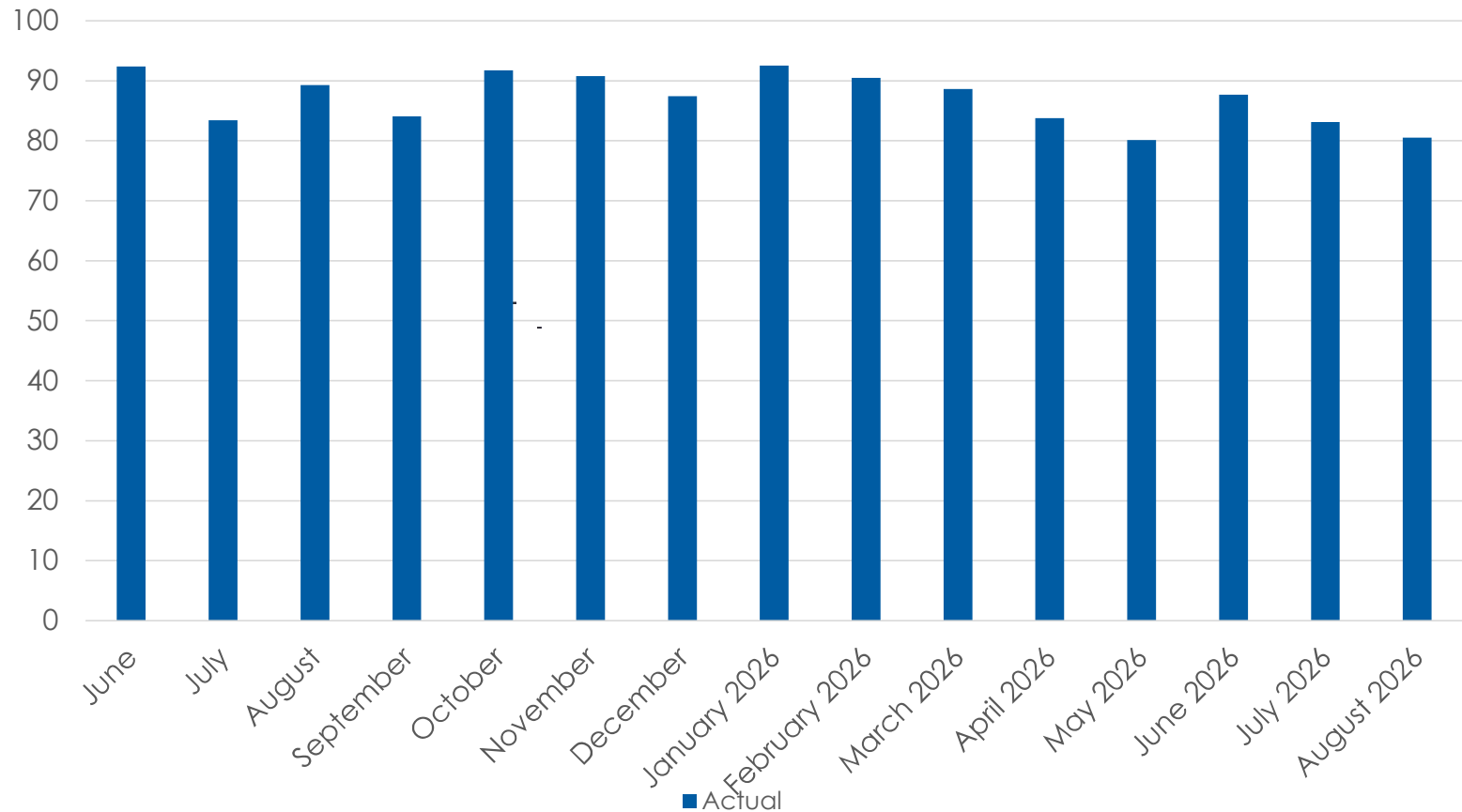
CONTRACT GOAL = 95%

CONTRACT = 98.50%

ACTUAL = 83.76%

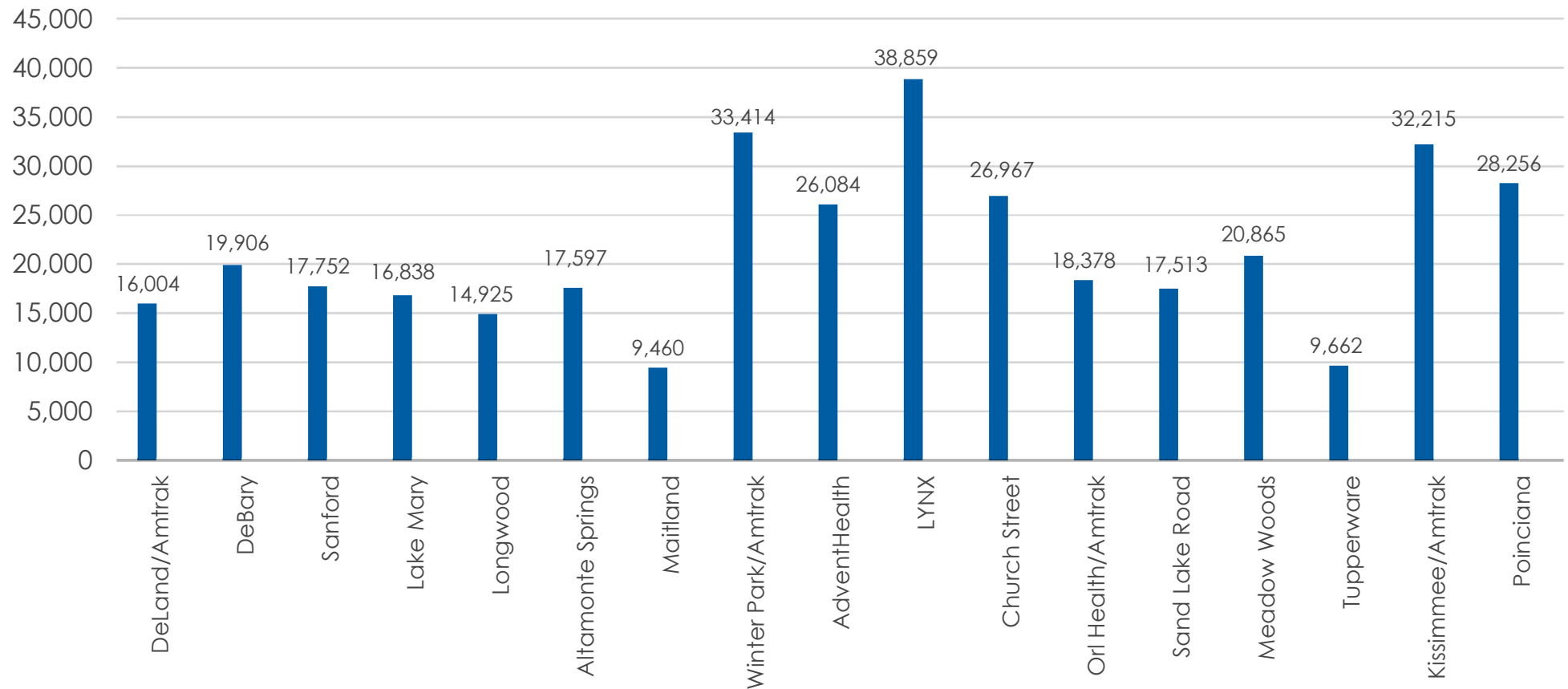


- ✓ 66 Operating Days
- ✓ Ran 2,772 Trains



# BOARDING BY STATION

RIDERSHIP JUNE - AUGUST 2026





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# LYNX CONNECTIVITY

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BRUCE DETWEILER - LYNX



# LYNX CONNECTIVITY



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

| SUNRAIL STATION                    | Fiscal Year 2026 |              |              |              |              |              |              |              |              |              |              |     | ANNUAL DAILY AVERAGE |
|------------------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----|----------------------|
|                                    | Oct              | Nov          | Dec          | Jan          | Feb          | Mar          | Apr          | May          | Jun          | Jul          | Aug          | Sep |                      |
| <i>Days of Operation</i>           | <b>23</b>        | <b>19</b>    | <b>22</b>    | <b>21</b>    | <b>20</b>    | <b>22</b>    | <b>22</b>    | <b>20</b>    | <b>22</b>    | <b>23</b>    | <b>21</b>    |     | <b>21</b>            |
| Sanford                            | 262              | 276          | 250          | 66           | 0            | 0            | 0            | 0            | 0            | 0            | 0            |     | <b>78</b>            |
| Lake Mary                          | 74               | 72           | 75           | 23           | 0            | 0            | 0            | 0            | 0            | 0            | 0            |     | <b>22</b>            |
| Longwood                           | 82               | 79           | 62           | 21           | 0            | 0            | 0            | 0            | 0            | 0            | 0            |     | <b>22</b>            |
| Altamonte Springs                  | 166              | 149          | 153          | 765          | 1,124        | 1,071        | 1,103        | 1,087        | 1,034        | 1,067        | 1,101        |     | <b>802</b>           |
| Maitland                           | 15               | 15           | 14           | 9            | 14           | 13           | 18           | 12           | 9            | 11           | 16           |     | <b>13</b>            |
| Winter Park/Amtrak                 | 377              | 404          | 383          | 347          | 313          | 354          | 331          | 337          | 329          | 316          | 315          |     | <b>346</b>           |
| AdventHealth                       | 329              | 324          | 308          | 299          | 301          | 300          | 299          | 302          | 288          | 295          | 272          |     | <b>302</b>           |
| LYNX Central Station               |                  |              |              |              |              |              |              |              |              |              |              |     |                      |
| Church Street Station              |                  |              |              |              |              |              |              |              |              |              |              |     |                      |
| Orlando Health/Amtrak              | 41               | 38           | 44           | 45           | 44           | 44           | 49           | 49           | 43           | 45           | 41           |     | <b>44</b>            |
| Sand Lake Road                     | 483              | 510          | 453          | 470          | 473          | 504          | 421          | 547          | 567          | 551          | 465          |     | <b>495</b>           |
| Meadow Woods                       | 87               | 100          | 79           | 93           | 68           | 75           | 70           | 98           | 101          | 85           | 86           |     | <b>86</b>            |
| Tupperware                         | 0                | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |     | <b>0</b>             |
| Kissimmee Intermodal               |                  |              |              |              |              |              |              |              |              |              |              |     |                      |
| Poinciana                          | 10               | 9            | 8            | 11           | 10           | 12           | 3            | 9            | 11           | 15           | 10           |     | <b>10</b>            |
| <b>Total - All Stations</b>        | <b>1,926</b>     | <b>1,976</b> | <b>1,831</b> | <b>2,149</b> | <b>2,347</b> | <b>2,373</b> | <b>2,294</b> | <b>2,441</b> | <b>2,382</b> | <b>2,385</b> | <b>2,306</b> |     | <b>2,219</b>         |
| Percent change from FY 25 to FY 26 | 2%               | 1%           | 6%           | 22%          | 22%          | 30%          | 19%          | 30%          | 27%          | 30%          | 23%          |     | 20%                  |

# LYNX CONNECTIVITY



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

| LINK | June   |        | Change | % Change |
|------|--------|--------|--------|----------|
|      | FY25   | FY26*  |        |          |
| 18   | 21,068 | 22,951 | 1,883  | 9%       |
| 418  | 4,609  | 6,504  | 1,895  | 41%      |
| 306  | 2,441  | 2,248  | (193)  | -8%      |
| 804  | 497    | 171    | (326)  | -66%     |
| 831  | 1,610  | 853    | (757)  | -47%     |

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

| LINK        | Average Daily Boardings |        | Change | % Change |
|-------------|-------------------------|--------|--------|----------|
|             | Jun-25                  | Jun-26 |        |          |
| 11, 42, 311 | 107                     | 101    | (6)    | -6%      |

# LYNX CONNECTIVITY



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

| LINK | July   |        | Change | % Change |
|------|--------|--------|--------|----------|
|      | FY25   | FY26*  |        |          |
| 18   | 21,206 | 20,947 | (259)  | -1%      |
| 418  | 4,939  | 6,316  | 1,377  | 28%      |
| 306  | 2,278  | 2,500  | 222    | 10%      |
| 804  | 348    | 252    | (96)   | -28%     |
| 831  | 1,569  | 1,079  | (490)  | -31%     |

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

| LINK        | Average Daily Boardings |        | Change | % Change |
|-------------|-------------------------|--------|--------|----------|
|             | Jul-25                  | Jul-26 |        |          |
| 11, 42, 311 | 115                     | 103    | (12)   | -10%     |

# LYNX CONNECTIVITY



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

| LINK | August |        | Change | % Change |
|------|--------|--------|--------|----------|
|      | FY25   | FY26*  |        |          |
| 18   | 17,187 | 18,143 | 956    | 6%       |
| 418  | 5,279  | 6,739  | 1,460  | 28%      |
| 306  | 2,089  | 2,047  | (42)   | -2%      |
| 804  | 431    | 173    | (258)  | -60%     |
| 831  | 1,318  | 1,127  | (191)  | -14%     |

\* Fiscal Year 2026 Ridership is Unaudited.

## LYNX Sand Lake SunRail to Airport Average Daily Ridership

| LINK        | Average Daily Boardings |        | Change | % Change |
|-------------|-------------------------|--------|--------|----------|
|             | Aug-25                  | Aug-26 |        |          |
| 11, 42, 311 | 117                     | 91     | (26)   | -22%     |



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# VOTRAN CONNECTIVITY

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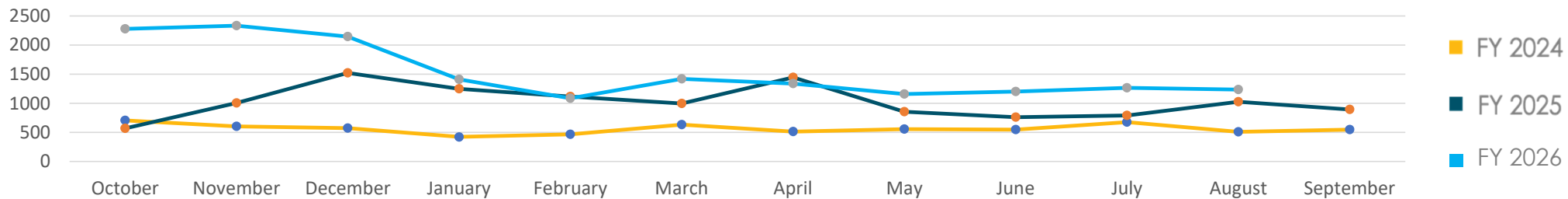
SIVA PERSAD - VOLUSIA COUNTY



# VOTRAN CONNECTIVITY - DEBARY



| Activity at DeBary Station | Fiscal year 2025 |        |        |        |        |        |        |        |        |        |        |        | Annual |
|----------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                            | Oct-24           | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Mar-25 | Apr-25 | May-25 | Jun-25 | Jul-25 | Aug-25 | Sep-25 |        |
| Days of Operation          | 22               | 20     | 21     | 22     | 20     | 21     | 22     | 21     | 21     | 23     | 21     | 22     | 256    |
| Total Monthly Ridership    | 568              | 1,005  | 1,521  | 1,250  | 1,116  | 995    | 1,445  | 856    | 761    | 790    | 1,027  | 892    | 12,226 |
| Avg Daily Ridership        | 26               | 50     | 72     | 57     | 56     | 47     | 66     | 41     | 36     | 35     | 49     | 41     | 48     |
| Activity at DeBary Station | Fiscal year 2026 |        |        |        |        |        |        |        |        |        |        |        | Annual |
|                            | Oct-25           | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | Jul-26 | Aug-26 | Sep-26 |        |
| Days of Operation          | 23               | 19     | 22     | 22     | 20     | 22     | 22     | 21     | 22     | 23     | 21     |        | 237    |
| Total Monthly Ridership    | 2,278            | 2,332  | 2,145  | 1,410  | 1,087  | 1,418  | 1,336  | 1,160  | 1,200  | 1,267  | 1,234  |        | 16,867 |
| Avg Daily Ridership        | 99               | 123    | 98     | 64     | 54     | 65     | 61     | 55     | 55     | 55     | 59     |        | 72     |



# VORIDE - SUNRAIL CONNECTIVITY



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

| Activity at Stations                   | Fiscal year 2025 |        |        |        |        |        |        |        |        |        |        |        | Annual |
|----------------------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                        | Oct-24           | Nov-24 | Dec-24 | Jan-25 | Feb-25 | Mar-25 | Apr-25 | May-25 | Jun-25 | Jul-25 | Aug-25 | Sep-25 |        |
| Days of Operation                      | 22               | 20     | 21     | 22     | 20     | 21     | 22     | 21     | 21     | 23     | 21     | 22     | 256    |
| Total Monthly Ridership- DeBary        | 11               | 13     | 21     | 20     | 17     | 8      | 20     | 28     | 46     | 86     | 99     | 131    | 500    |
| Total Monthly Ridership- DeLand        | 93               | 166    | 249    | 204    | 198    | 180    | 133    | 168    | 235    | 203    | 168    | 187    | 2,184  |
| Total Monthly Ridership- Both Stations | 104              | 179    | 270    | 224    | 215    | 188    | 153    | 196    | 281    | 289    | 267    | 318    | 2,684  |
| Avg Daily Ridership                    | 5                | 9      | 13     | 10     | 11     | 9      | 7      | 9      | 13     | 13     | 13     | 15     | 11     |

| Activity at Stations                   | Fiscal year 2026 |        |        |        |        |        |        |        |        |        |        |        | Annual |
|----------------------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                        | Oct-25           | Nov-25 | Dec-25 | Jan-26 | Feb-26 | Mar-26 | Apr-26 | May-26 | Jun-26 | Jul-26 | Aug-26 | Sep-26 |        |
| Days of Operation                      | 23               | 19     | 22     | 22     | 20     | 22     | 22     | 21     | 22     | 23     | 21     |        | 193    |
| Total Monthly Ridership- DeBary        | 93               | 81     | 92     | 115    | 92     | 157    | 139    | 47     | 75     | 87     | 104    |        | 891    |
| Total Monthly Ridership- DeLand        | 166              | 68     | 210    | 247    | 334    | 413    | 516    | 460    | 307    | 295    | 270    |        | 3,016  |
| Total Monthly Ridership- Both Stations | 259              | 149    | 302    | 362    | 426    | 570    | 655    | 507    | 382    | 382    | 374    |        | 3,994  |
| Avg Daily Ridership                    | 12               | 8      | 14     | 17     | 21     | 26     | 30     | 25     | 18     | 17     | 18     |        | 19     |

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



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# INFORMATIONAL ITEMS

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# RAIL SAFETY WEEK

SEPTEMBER 21-25



**Rail Safety Week (RSW)** is an annual national awareness campaign focused on reducing collisions, injuries, and fatalities around railroad tracks and crossings. Throughout the week, transportation agencies, law enforcement, and community partners work together to reinforce safe behaviors around trains and rail infrastructure.

## 2026 SUNRAIL RAIL SAFETY WEEK ACTIVITIES

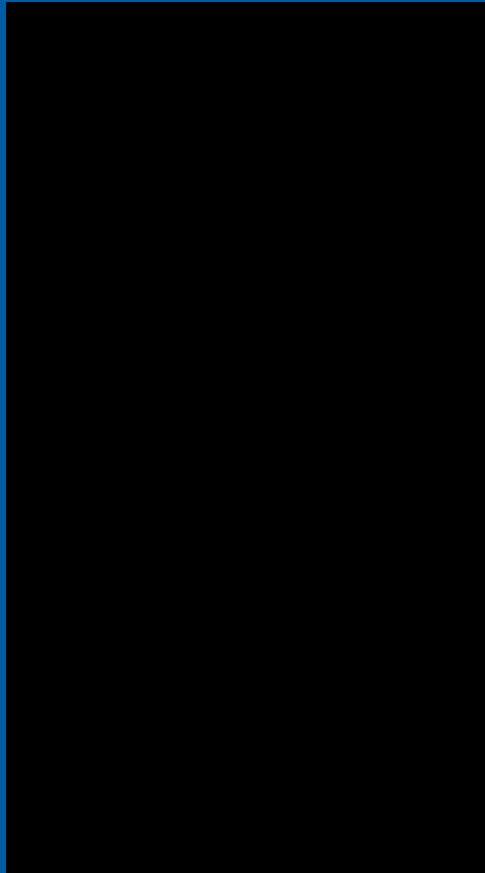
- ✓ **Safety Outreach:** Reinforce key rail safety messages through educational materials and community outreach
- ✓ **Social Media:** Share rail safety content throughout the week to increase awareness and encourage safe behaviors
- ✓ **Law Enforcement Partnership:** Support coordinated education and enforcement efforts at railroad crossings



# COMMUNITY THROUGH SAFETY



- ✓ Group rides continue to exceed forecasts with each one delivering the opportunity to share SunRail's safety message.
- ✓ New safety video series focuses on specific trackside behaviors, simplifying the safety message and reinforcing clear actions.
- ✓ SunRail continues to grow our community of riders through specific ADA instructional sessions and group rides.



Conklin Davis Center for the Visually Impaired Group Ride

# SMALL BUSINESS OUTREACH



- ✓ **Continued door-to-door outreach** for local businesses to champion SunRail and expand awareness amongst thousands of employees.
- ✓ Secured **276 local business** partnerships exceeding the campaign goal of 250.
- ✓ Contributed to the **14% year-over-year increase** in ridership.





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# COMMITTEE MEMBER COMMENTS

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# NEXT MEETING

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JANUARY 7, 2027, 5:00 PM  
LYNX CENTRAL STATION  
ADMINISTRATION BUILDING





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# SUPPORTING CHARTS AND DATA

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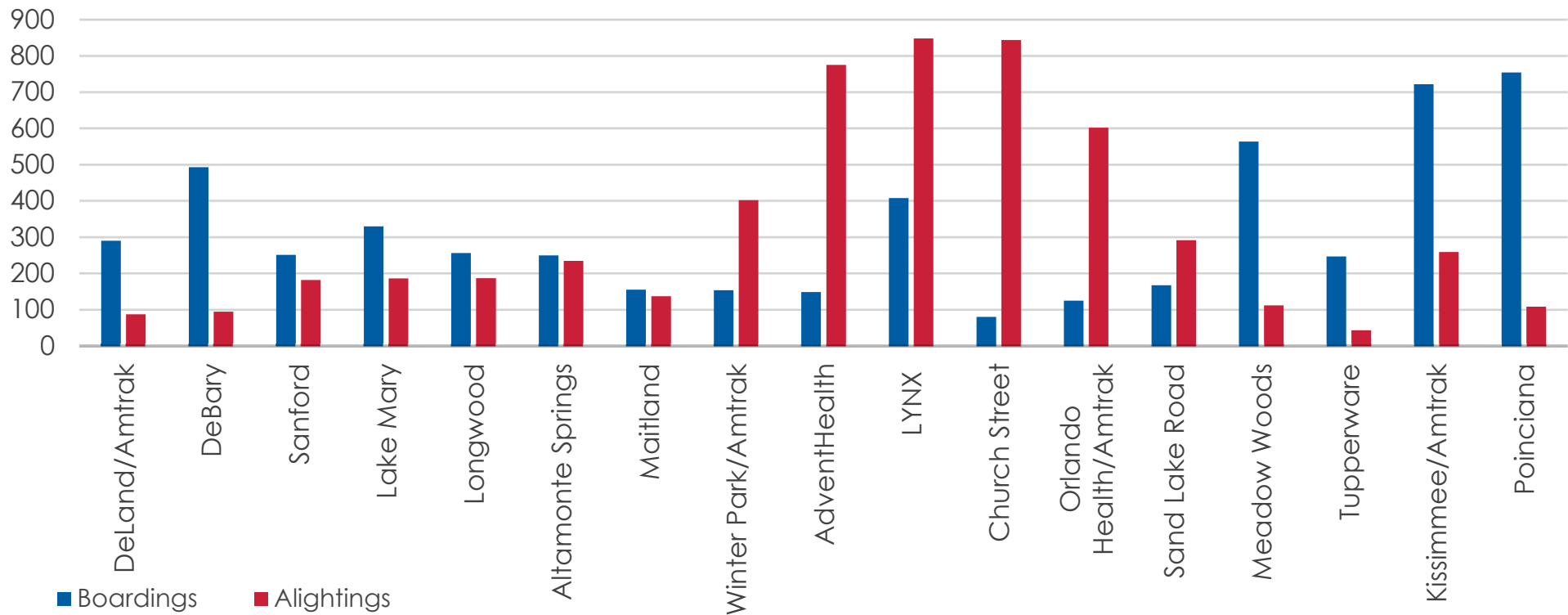


# BOARDINGS & ALIGHTINGS

JUNE - AUGUST 2026



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

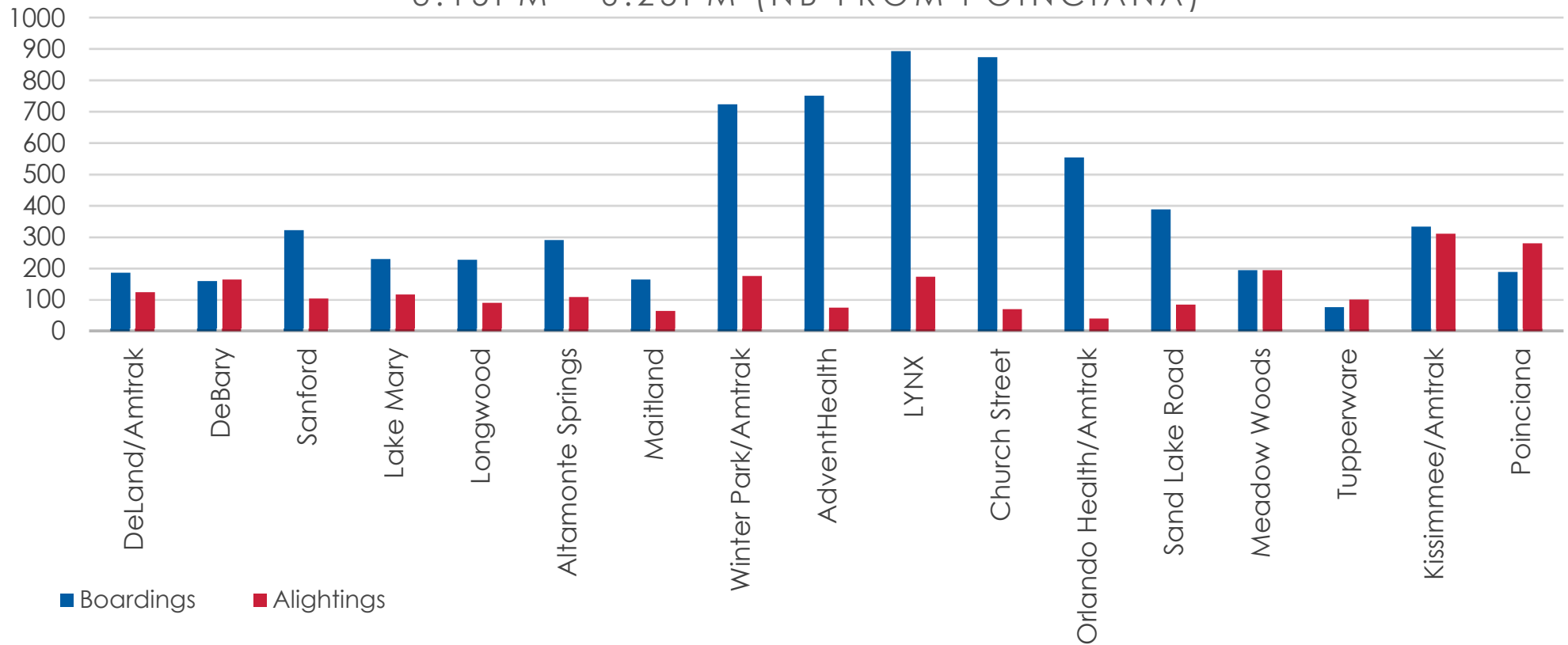


# BOARDINGS & ALIGHTINGS

JUNE - AUGUST 2026



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

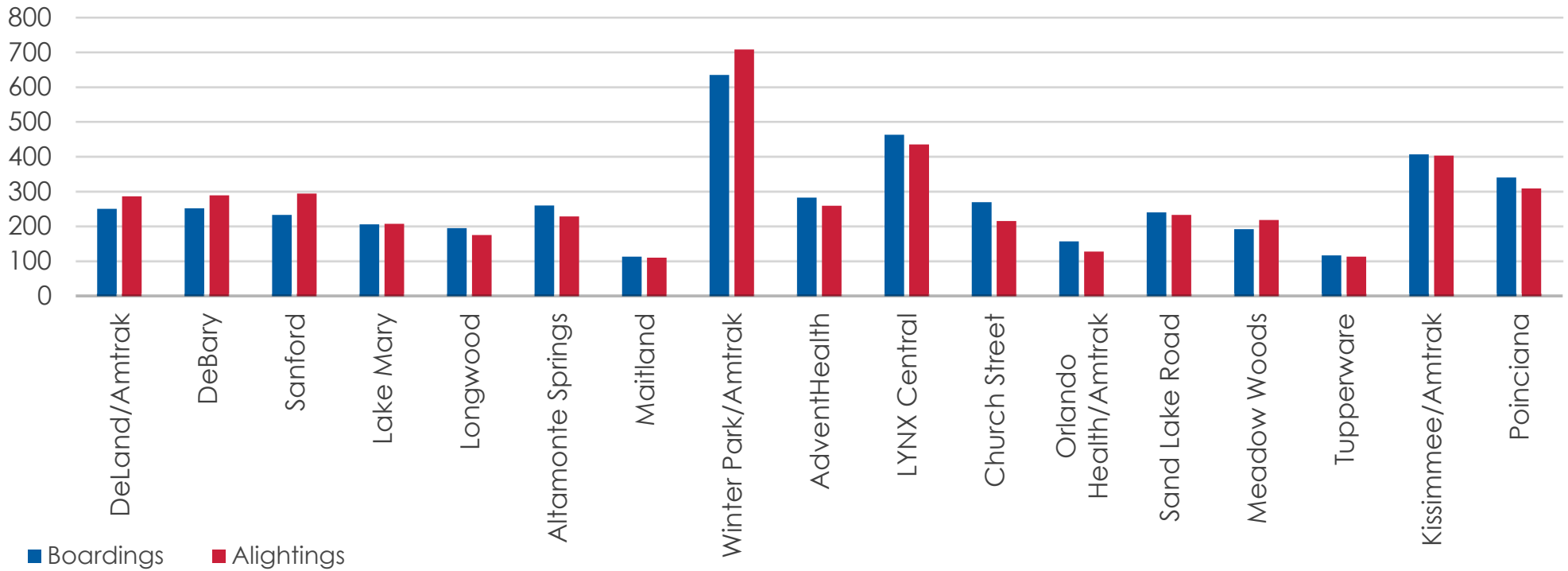


# BOARDINGS & ALIGHTINGS

JUNE - AUGUST 2026

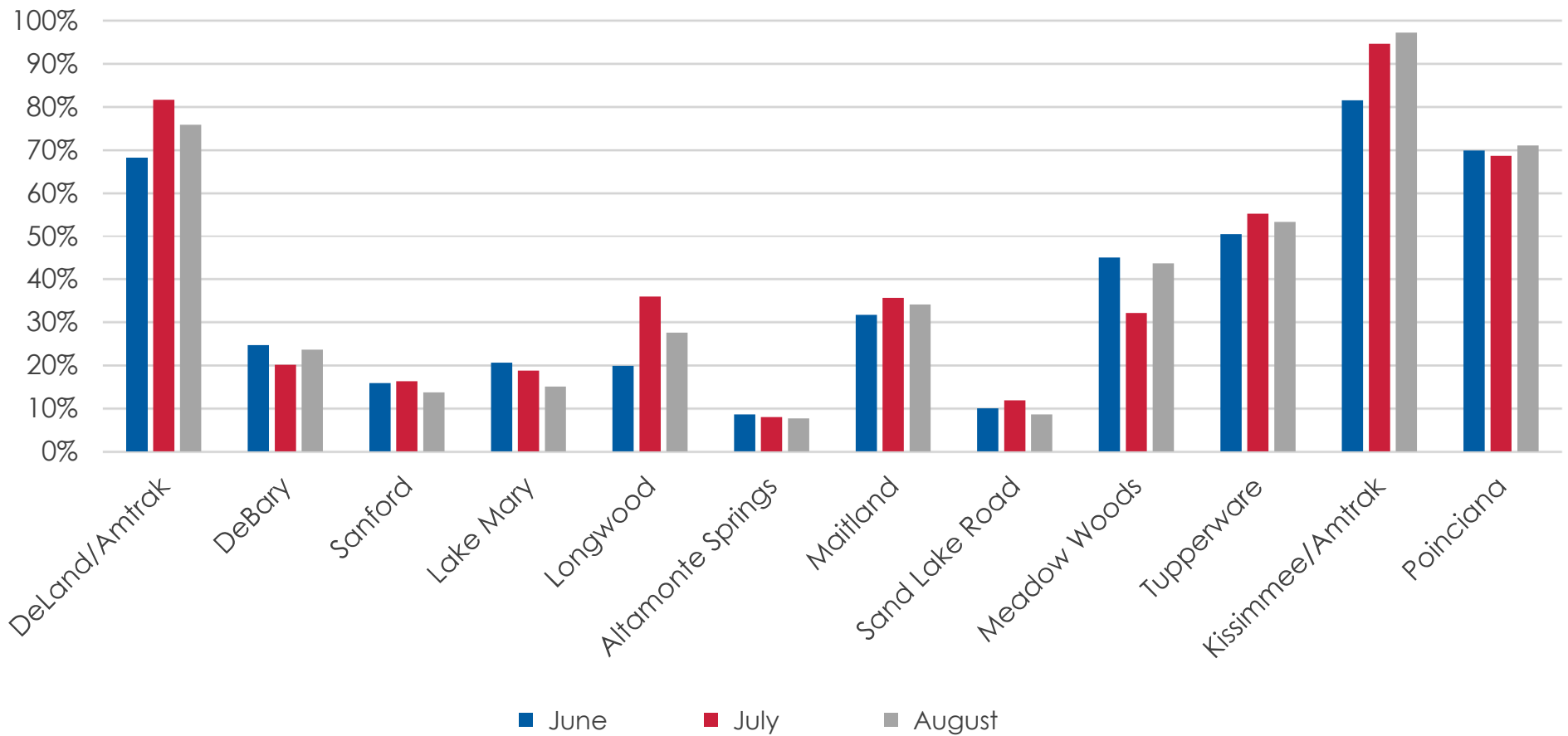


OFF PEAK  
10:45AM – 2:45PM; 7:25PM – 9:55PM (NB FROM POINCIANA)



# STATION PARKING

JUNE - AUGUST 2026

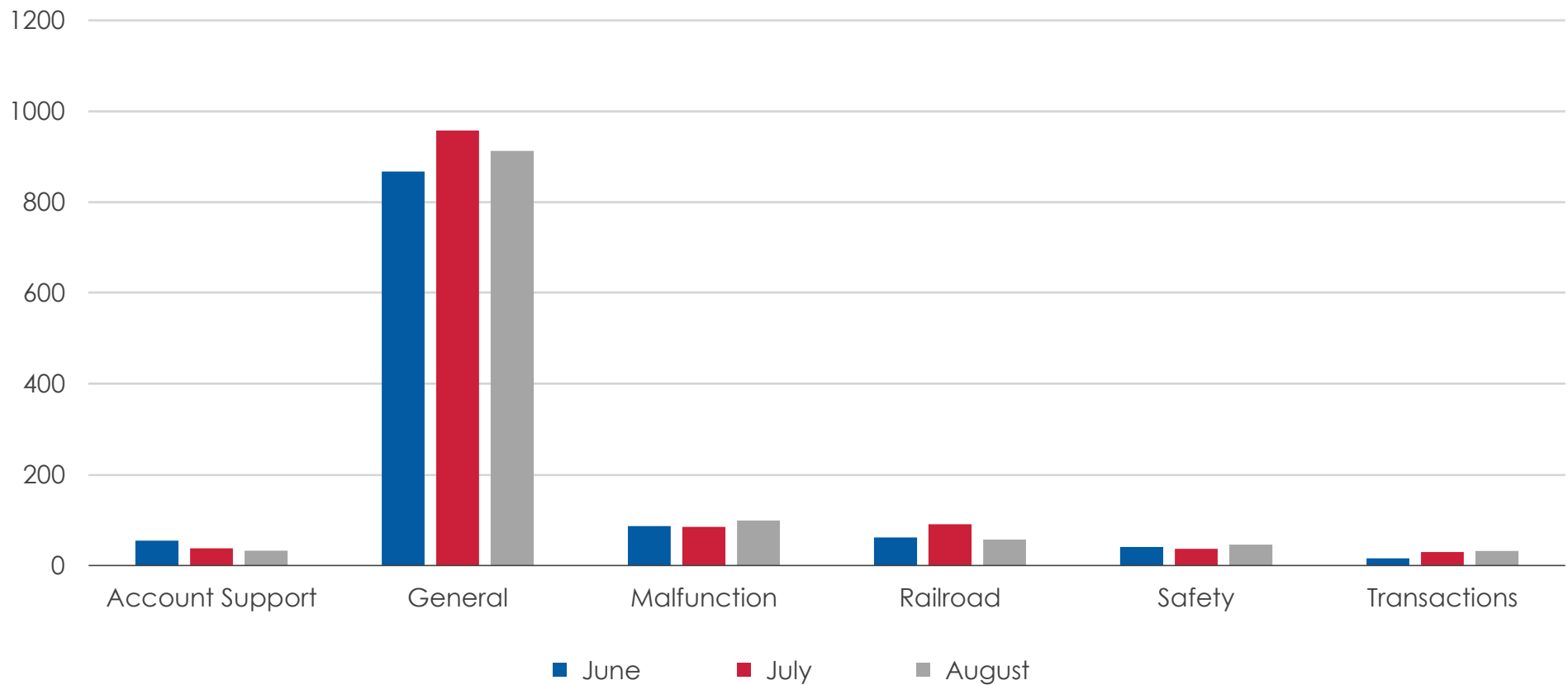


# CUSTOMER SERVICE CALLS

JUNE - AUGUST 2026



TOTAL CALLS 3,548



# TRAIN PERFORMANCE DETAIL

JUNE - AUGUST 2026



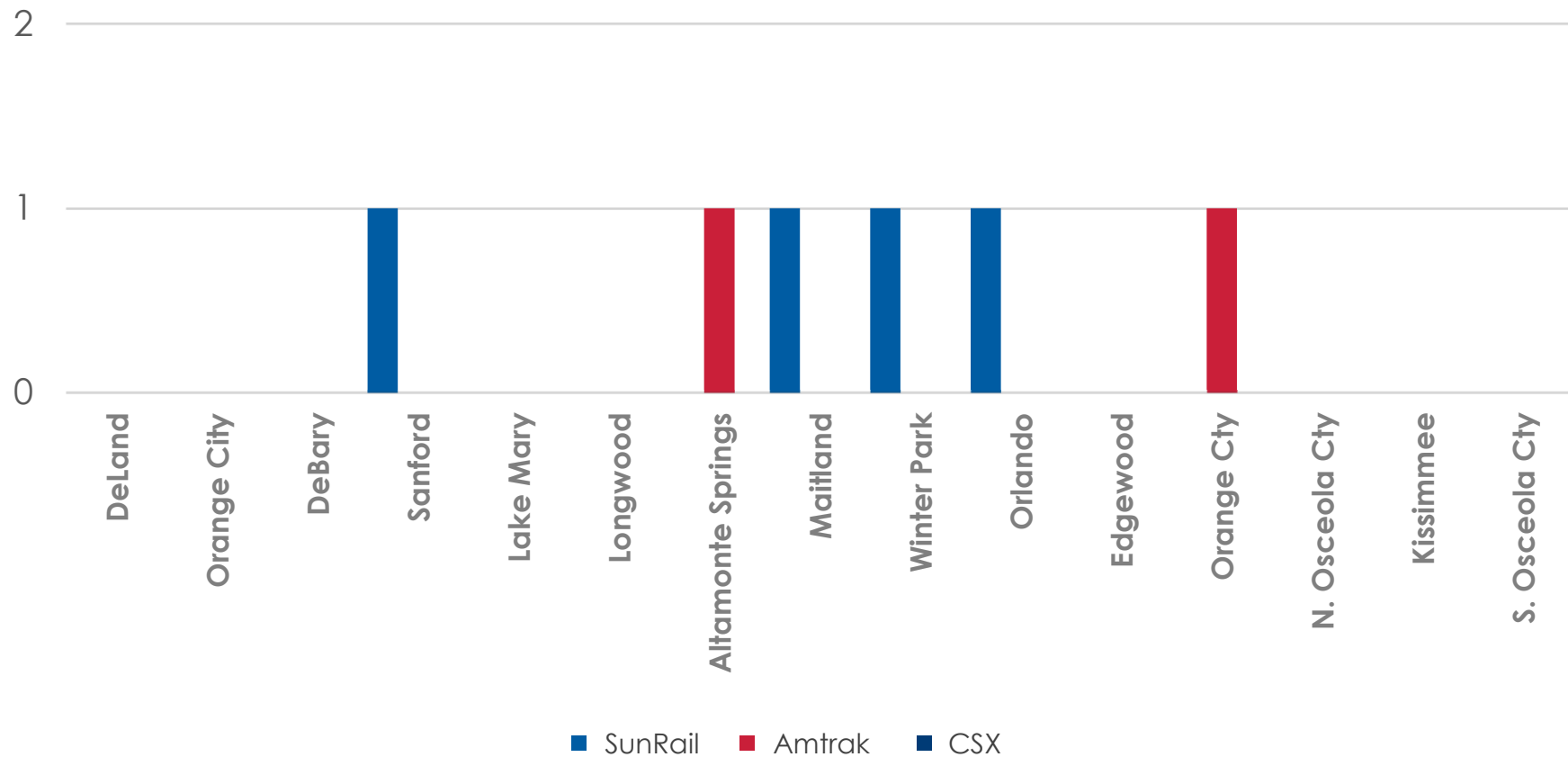
| TRAIN PERFORMANCE OVERVIEW | Trains | Percentage |
|----------------------------|--------|------------|
| On-Time                    | 2,323  | 83.8%      |
| Late                       | 387    | 14.0%      |
| Annulled                   | 62     | 2.2%       |
| Total Trains Operated      | 2,772  | 100.0%     |

| PERFORMANCE DETAIL                    | Days | Trains | Percentage |
|---------------------------------------|------|--------|------------|
| Dispatching                           | 2    | 2      | 0.07%      |
| Injuries/Illnesses                    | 1    | 1      | 0.04%      |
| Efficiency Testing                    | 1    | 1      | 0.04%      |
| Maintenance of Way                    | 20   | 57     | 2.1%       |
| Mechanical                            | 20   | 36     | 1.3%       |
| Other                                 | 11   | 81     | 3.0%       |
| Passengers                            | 25   | 37     | 1.3%       |
| Police Activity                       | 1    | 5      | 1.8%       |
| Signals & Components                  | 10   | 65     | 2.3%       |
| Trespasser/Grade Crossing/Near Misses | 15   | 109    | 4.0%       |
| Train Interference                    | 19   | 30     | 1.1%       |
| Weather                               | 3    | 25     | 0.9%       |
| Total (Rounded)                       |      | 449    | 16.2%      |

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

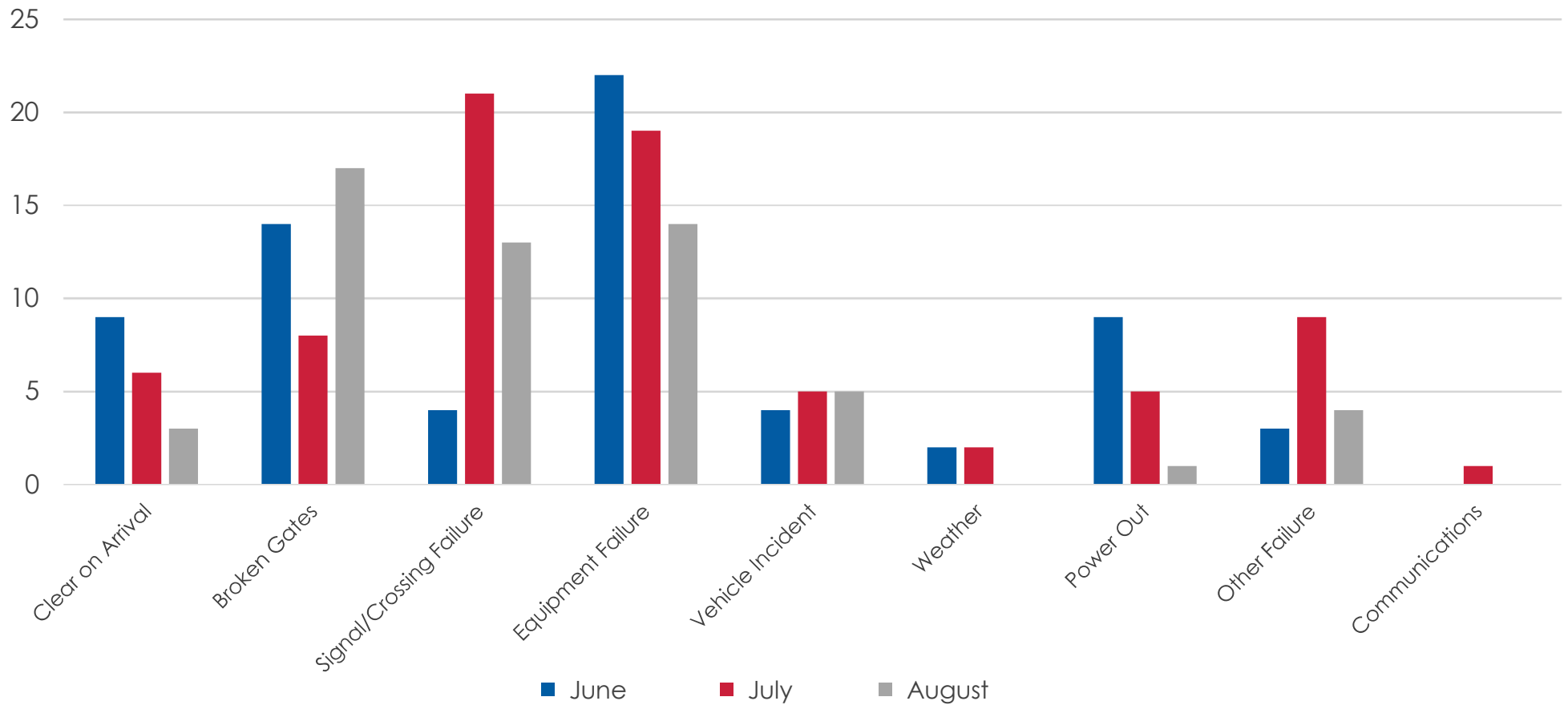
# REVENUE INCIDENTS BY CITY/COUNTY

JUNE - AUGUST 2026



# CFCRC SIGNAL SYSTEM INCIDENTS

JUNE - AUGUST 2026



# QUIET ZONES



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

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

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

| OPERATING COSTS, AND CONSULTANT SUPPORT              | ANNUAL BUDGET       | FISCAL 25/26 YTD<br>June 30th, 2026 |                     |
|------------------------------------------------------|---------------------|-------------------------------------|---------------------|
|                                                      |                     | BUDGET                              | ACTUAL              |
| Alstom - Operations                                  | \$14,218,190        | \$14,218,190                        | \$15,557,672        |
| Alstom - Maintenance                                 | \$17,239,721        | \$17,239,721                        | \$17,042,420        |
| Alstom - Incentive / Disincentive                    | \$1,572,896         | \$1,572,896                         | \$1,183,658         |
| moovel Fare Collection O&M                           | \$1,200,000         | \$1,200,000                         | \$432,461           |
| Herzog - Signal Maintenance of Way                   | \$4,353,384         | \$4,353,384                         | \$4,224,874         |
| WiFi and APC O&M, Cellular for Comms                 | \$285,000           | \$285,000                           | \$244,565           |
| LFA Marketing DTS Technology, Witronix               | \$105,000           | \$105,000                           | \$476,281           |
| Greens Energy - Fuel                                 | \$3,800,000         | \$3,800,000                         | \$3,001,564         |
| Gallagher - Insurance                                | \$5,100,000         | \$5,100,000                         | \$4,439,866         |
| Amtrak/Alstom/Herzog - Preventative Maintenance      | \$4,500,000         | \$4,500,000                         | \$1,232,520         |
| Amtrak/Alstom/Herzog - Heavy Maintenance             | \$3,360,000         | \$3,360,000                         | \$6,558,371         |
| Banking, Merchant, and Armored Car Services          | \$230,000           | \$230,000                           | \$95,578            |
| Station and Onboard Security                         | \$1,540,000         | \$1,540,000                         | \$1,272,021         |
| PTC O&M (Herzog & Alstom)                            | \$11,000,000        | \$11,000,000                        | \$10,332,005        |
| <b>Subtotal - System operating costs</b>             | <b>\$68,504,191</b> | <b>\$68,504,191</b>                 | <b>\$66,093,858</b> |
| Consultant Support                                   | \$11,000,000        | \$11,000,000                        | \$10,578,433        |
| <b>TOTAL OPERATING COSTS, AND CONSULTANT SUPPORT</b> | <b>\$81,504,191</b> | <b>\$79,504,191</b>                 | <b>\$76,672,290</b> |

# FY 25/26 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 25- Jun 26

## OPERATING REVENUE

## ANNUAL BUDGET

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

| BUDGET | ACTUAL |
|--------|--------|
|--------|--------|

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

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

|                    |                    |
|--------------------|--------------------|
| \$2,028,122        | \$2,370,092        |
| \$3,043,040        | \$3,125,821        |
| \$1,359,847        | \$1,556,208        |
| \$25,996           | \$44,504           |
| \$159,600          | \$203,655          |
| \$614,947          | \$190,578          |
| <b>\$7,231,553</b> | <b>\$7,490,858</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

|                     |
|---------------------|
| <b>\$23,733,023</b> |
|---------------------|

|                     |                     |
|---------------------|---------------------|
| <b>\$23,733,023</b> | <b>\$23,992,327</b> |
|---------------------|---------------------|

# FY 26/27 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 26- Jun 27

| Operating Costs, And Project Support               | Annual Budget       | FISCAL 26/27 YTD<br>July 31st, 2026 |                    |
|----------------------------------------------------|---------------------|-------------------------------------|--------------------|
|                                                    |                     | Budget                              | Actual             |
| Alstom Operations & Maintenance                    | \$33,669,586        | \$2,805,799                         | \$2,733,086        |
| Alstom Incentives/Disincentives                    | \$1,627,944         | \$135,662                           | \$105,183          |
| Moovel Fare Collection O&M                         | \$1,360,000         | \$113,333                           | \$93,012           |
| Herzog Signal Maintenance, Storage, Signal Support | \$4,651,470         | \$387,622                           | \$338,810          |
| Train Wi-Fi & APC's                                | \$257,072           | \$21,423                            | \$21,422           |
| Technology                                         | \$950,000           | \$79,167                            | \$53,155           |
| Fuel                                               | \$3,800,000         | \$316,667                           | \$591,151          |
| Insurance                                          | \$5,400,000         | \$450,000                           | \$0                |
| Alstom/Herzog Misc. Prev. Maintenance              | \$2,180,000         | \$181,667                           | \$80,265           |
| Alstom Heavy Maintenance                           | \$9,965,613         | \$830,468                           | \$784,119          |
| Banking, Merchant, and Armored Car Services        | \$219,540           | \$18,295                            | \$11,916           |
| Station and onboard Security                       | \$1,380,000         | \$115,000                           | \$105,495          |
| PTC                                                | \$11,399,161        | \$949,930                           | \$938,508          |
| <b>Subtotal – System Operating Costs</b>           | <b>\$76,860,385</b> | <b>\$6,405,032</b>                  | <b>\$5,856,120</b> |
| Project Support                                    | \$10,960,000        | \$913,333                           | \$912,250          |
| <b>Total Operating Costs, And Project Support</b>  | <b>\$89,320,385</b> | <b>\$7,318,365</b>                  | <b>\$6,768,369</b> |

Total Budget includes Operating Contingency= 1.5m

# FY 26/27 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 26- Jun 27

## Operating Revenue

## Annual Budget

## FISCAL 26/27 YTD July 31st, 2026

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

|                    |
|--------------------|
| \$2,393,792        |
| \$3,188,338        |
| \$1,587,332        |
| \$45,394           |
| \$207,728          |
| \$195,342          |
| <b>\$7,617,927</b> |

| Budget           | Actual           |
|------------------|------------------|
| \$199,483        | \$220,250        |
| \$265,695        | \$104,167        |
| \$132,278        | \$123,983        |
| \$3,783          | \$0              |
| \$17,311         | \$4,022          |
| \$16,279         | \$1,332          |
| <b>\$634,827</b> | <b>\$453,753</b> |

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

|             |
|-------------|
| \$7,334,446 |
| \$5,100,000 |
| \$3,711,181 |

|             |             |
|-------------|-------------|
| \$7,334,446 | \$7,334,446 |
| \$5,100,000 | \$5,100,000 |
| \$3,711,181 | \$3,711,181 |

## Total Operating Revenue

|                     |
|---------------------|
| <b>\$23,763,553</b> |
|---------------------|

|                     |                     |
|---------------------|---------------------|
| <b>\$16,780,454</b> | <b>\$16,599,380</b> |
|---------------------|---------------------|

# FY 26/27 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 26- Jun 27

| Operating Costs, And Project Support               | Annual Budget       | FISCAL 26/27 YTD<br>August 31st, 2026 |                     |
|----------------------------------------------------|---------------------|---------------------------------------|---------------------|
|                                                    |                     | Budget                                | Actual              |
| Alstom Operations & Maintenance                    | \$33,669,586        | \$5,611,598                           | \$5,449,995         |
| Alstom Incentives/Disincentives                    | \$1,627,944         | \$271,324                             | \$172,067           |
| Moovel Fare Collection O&M                         | \$1,360,000         | \$226,667                             | -                   |
| Herzog Signal Maintenance, Storage, Signal Support | \$4,651,470         | \$775,245                             | \$674,374           |
| Train Wi-Fi & APC's                                | \$257,072           | \$42,845                              | \$42,845            |
| Technology                                         | \$950,000           | \$158,333                             | \$20,000            |
| Fuel                                               | \$3,800,000         | \$633,333                             | \$1,011,782         |
| Insurance                                          | \$5,400,000         | \$0                                   | \$0                 |
| Alstom/Herzog Misc. Prev. Maintenance              | \$2,180,000         | \$363,333                             | \$177,273           |
| Alstom Heavy Maintenance                           | \$9,965,613         | \$1,660,935                           | \$1,561,958         |
| Banking, Merchant, and Armored Car Services        | \$219,540           | \$36,590                              | \$27,466            |
| Station and onboard Security                       | \$1,380,000         | \$230,000                             | \$218,488           |
| PTC                                                | \$11,399,161        | \$1,899,860                           | \$1,750,565         |
| <b>Subtotal – System Operating Costs</b>           | <b>\$76,860,385</b> | <b>\$11,910,064</b>                   | <b>\$11,106,812</b> |
| Project Support                                    | \$10,960,000        | \$1,826,667                           | \$1,391,896         |
| <b>Total Operating Costs, And Project Support</b>  | <b>\$89,320,385</b> | <b>\$13,736,731</b>                   | <b>\$12,498,708</b> |

Total Budget includes Operating Contingency= 1.5m

# FY 26/27 OPERATING BUDGET UPDATE



FDOT Fiscal Year July 26- Jun 27

## Operating Revenue

## Annual Budget

## FISCAL 26/27 YTD August 31st, 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> |

|                    |
|--------------------|
| \$2,393,792        |
| \$3,188,338        |
| \$1,587,332        |
| \$45,394           |
| \$207,728          |
| \$195,342          |
| <b>\$7,617,927</b> |

|                    |                    |
|--------------------|--------------------|
| \$398,965          | \$446,284          |
| \$531,390          | \$639,752          |
| \$264,555          | \$239,476          |
| \$7,566            | \$13,284           |
| \$34,621           | \$13,243           |
| \$32,557           | \$3,290            |
| <b>\$1,269,654</b> | <b>\$1,355,330</b> |

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

|             |
|-------------|
| \$7,334,446 |
| \$5,100,000 |
| \$7,422,361 |

|             |             |
|-------------|-------------|
| \$7,334,446 | \$7,334,446 |
| \$5,100,000 | \$5,100,000 |
| \$7,422,361 | \$7,422,361 |

## Total Operating Revenue

|                     |
|---------------------|
| <b>\$27,474,734</b> |
|---------------------|

|                     |                     |
|---------------------|---------------------|
| <b>\$21,126,461</b> | <b>\$21,212,137</b> |
|---------------------|---------------------|