



Brightline Florida
Monthly Revenue and Ridership Report
February 2026



Brightline Florida Passenger Rail Project

Brightline Florida owns and operates a high-speed passenger rail system connecting major populations in Florida. Our system runs a total of approximately 235 miles from Miami to Orlando, one of the largest and most congested travel corridors in the U.S. serving a total of six stations in the heart of downtown cities and major transit hubs, including the Orlando International Airport. We own or control our entire 235-mile rail system, including our track and systems, land, trains, stations, and maintenance facilities. We provide approximately hourly service between South Florida and Orlando from early morning to late evening. We believe our passenger rail system offers travel that is faster, safer, more eco-friendly, more reliable, less expensive, more productive and more enjoyable than travel by car or air.

Highlights

- Generated total revenue of \$18.3 million in February 2026, up 8% from February 2025
- Performance in the second half of the month was markedly better than the first, which was affected by unusually cold weather; positive momentum the second half of February has continued into March
- Long distance revenue of \$11.8 million was up 11% versus February 2025, driven by 7% year-over-year growth in long distance average fares
- On-time performance was 90% for February

Other Updates

- Brightline continues to actively pursue the planned issuance of a substantial amount of equity, the proceeds of which would be used to repay principal and interest of existing higher-coupon indirect parent entities' debt of ours and to increase cash reserves¹
- On February 17, 2026, Brightline, the Florida Development Finance Corporation and UMB Bank, N.A., as trustee, with consent of the owners of a majority of the Florida Development Finance Corporation Revenue Bonds (Brightline Florida Passenger Rail Expansion Project), Series 2025B (the "Commuter Bonds"), entered into amendments to the indenture governing the Commuter Bonds and the related senior loan agreement to, among other things, extend the grace period for the payment of the interest due and payable on February 17, 2026, to April 15, 2026

¹ Financing transactions are subject to market conditions and there is no assurance that transactions will be available to us at our desired timing, on favorable terms, on a timely basis, or at all or will be sufficient to meet our needs.

Commercial Overview

Revenue and Ridership

| Brightline Florida | | | | | | |
|--|--------------------------|----------|-------|-----------------------------|----------|-------|
| February 2026 Ridership and Revenue | | | | | | |
| <i>(in millions of dollars, except ridership and average fare per passenger)</i> | | | | | | |
| | Month End February 28 | | | Year to Date February 28 | | |
| | 2025 | 2026 | % Δ | 2025 | 2026 | % Δ |
| Ridership | | | | | | |
| Short Distance | 101,138 | 122,738 | 21% | 204,984 | 252,114 | 23% |
| Long Distance | 145,945 | 151,372 | 4% | 308,445 | 310,446 | 1% |
| Total | 247,083 | 274,110 | 11% | 513,429 | 562,560 | 10% |
| Total Train Departures | | | | | | |
| Per Day | 35 | 36 | 2% | 35 | 36 | 3% |
| Per Month | 974 | 998 | 2% | 2,042 | 2,111 | 3% |
| Average Fare per Passenger | | | | | | |
| Short Distance | \$ 30.42 | \$ 25.53 | (16)% | \$ 28.63 | \$ 24.00 | (16)% |
| Long Distance | \$ 73.04 | \$ 77.97 | 7% | \$ 70.05 | \$ 79.29 | 13% |
| Total | \$ 55.59 | \$ 54.49 | (2)% | \$ 53.51 | \$ 54.51 | 2% |
| Ticket Revenue | | | | | | |
| Short Distance | \$ 3.1 | \$ 3.1 | 2% | \$ 5.9 | \$ 6.1 | 3% |
| Long Distance | 10.7 | 11.8 | 11% | 21.6 | 24.6 | 14% |
| | 13.7 | 14.9 | 9% | 27.5 | 30.7 | 12% |
| Ancillary Revenue | 3.2 | 3.4 | 6% | 6.4 | 6.9 | 8% |
| Total Revenue | \$ 16.9 | \$ 18.3 | 8% | \$ 33.8 | \$ 37.6 | 11% |

Overall, February 2026 total revenue increased 8% compared to February 2025. The main components of the year-over-year increase in revenue were an 11% increase in long-distance revenue, a 2% increase in short-distance revenue, and a 6% increase in total ancillary revenue. Average daily ridership was 9,790 for the month, the highest on record. Passenger-related ancillary revenue, including food and beverage, baggage fees, merchandise and mobility, grew 16% year-over-year. Baggage fees continue to be the fastest growing revenue stream. Baggage fee revenue grew 96% due to a 1% increase in average baggage fees and 80% increase in capture rate on increased passenger volume. Per passenger ancillary revenue of \$8.55 was up 5% year-over-year. February ridership and revenue were negatively impacted by a cold weather event in Florida during the first 10 days of February. Ridership during that period was approximately flat year-over-year, whereas total ridership for the rest of the month was up ~16% (with short distance ridership during the second part of the month up ~25% and long distance ridership up ~10%). Ticket revenue also was approximately flat year-over-year for the first 10 days of the month versus up ~13% for the second part of the month. We estimate the overall weather-related impact at the beginning of the month to be ~10,000 rides and ~\$430,000 in revenue. In the second half of February, to utilize capacity during peak days, additional long distance services were added to Thursday – Sunday, starting February 19th, which contributed ~\$170,000 of revenue over two weekends, offsetting some of the weather impacts.

Long Distance Ridership and Revenue

| | <u>February 2025</u> | <u>February 2026</u> | <u>% Δ</u> |
|---------------------|----------------------|----------------------|------------|
| Ridership | | | |
| Premium | 22,738 | 30,358 | 34% |
| Smart | 123,207 | 121,014 | (2)% |
| Total Long Distance | <u>145,945</u> | <u>151,372</u> | 4% |
| Average Fare | | | |
| Premium | \$ 131.77 | \$ 128.56 | (2)% |
| Smart | \$ 62.20 | \$ 65.28 | 5% |
| Total Long Distance | <u>\$ 73.04</u> | <u>\$ 77.97</u> | 7% |
| Revenue (mm) | | | |
| Premium | \$ 3.0 | \$ 3.9 | 30% |
| Smart | 7.7 | 7.9 | 3% |
| Total Long Distance | <u>\$ 10.7</u> | <u>\$ 11.8</u> | 11% |

Long distance ticket revenue increased 11% year-over-year driven by an increase in Premium ridership of 34% compared to February 2025. Smart class ticket revenue increased 3% and Premium class ticket revenue increased 30%. Average fares per passenger increased 7% overall, with Premium fares down 2% and Smart fares up 5% year-over-year. Long distance Premium and Smart volumes were up 34% and down 2% respectively year-over-year, with long distance ridership totaling 151,372 rides.

Short Distance Ridership and Revenue

| | <u>February 2025</u> | <u>February 2026</u> | <u>% Δ</u> |
|----------------------|----------------------|----------------------|------------|
| Ridership | | | |
| Premium | 12,321 | 20,725 | 68% |
| Smart | 88,817 | 102,013 | 15% |
| Total Short Distance | 101,138 | 122,738 | 21% |
| Average Fare | | | |
| Premium | \$ 69.04 | \$ 47.92 | (31)% |
| Smart | \$ 25.06 | \$ 20.98 | (16)% |
| Total Short Distance | \$ 30.42 | \$ 25.53 | (16)% |
| Revenue (mm) | | | |
| Premium | \$ 0.9 | \$ 1.0 | 17% |
| Smart | 2.2 | 2.1 | (4)% |
| Total Short Distance | \$ 3.1 | \$ 3.1 | 2% |

Short distance ticket revenue increased 2% year-over-year in February 2026, driven by a 21% increase in ridership, offset by a 16% decrease in average fares. The short distance segment continues to adjust to our new peak and off-peak pricing structure, which was fully implemented on September 26, 2025. Peak fares occur during Monday – Friday departures from 6:30am – 10:00am and from 3:30pm – 7:00pm as well as on select special event trains such as Buzzer Beater and End Zone Express trains. We believe the change to fixed “peak” and “off-peak” pricing structure is attractive for frequent short distance customers who prefer consistency of pricing. Long distance pricing will continue to be dynamic based on market demand and days to departure.

We continue building back the commuter pass customer segment following reintroduction of that product in May 2025. We had ~560 passholders at the end of May 2025 with ~8,900 rides that month, which has grown to 1,100 passholders at the end of February 2026 generating 22,500 rides for the month. Approximately 61% of these rides are with passholders who are on autorenewal. Historically, the commuter pass product generated ~30,000 – 40,000 rides a month from ~1,700 passholders. We believe the commuter business will reach its previous levels over the next several months.

Customer Engagement and Distribution Channels

Repeat and New to System (“NTS”) Ridership

Brightline Rewards membership grew to approximately 598,000 members with approximately 39,000 new members added in the month. In February, approximately 15,000 members redeemed points.

The composition of our ridership continues to be heavily weighted toward Florida residents and is increasingly supported by repeat ridership. In February, Florida residents represented 80% of total ridership. Long distance repeat ridership of 88,793, comprised 59% of total long distance ridership.

Distribution Channels

In February, third-party channels contributed approximately 10% of our total system bookings and 7% of our long distance bookings, with third-party channel volumes up 21% year-over-year. This year-over-year growth is attributed to a few factors, including the addition of university contracts into third-party channel tracking, our travel trade segment gaining traction, and the expansion of our ability to market and sell tickets to customers outside the United States. In October, we re-introduced our corporate program, Brightline for Business, with 239 corporate agreements in place in the month of February.

We believe third-party bookings are modest due to Brightline’s currently limited capabilities in third-party preferred distribution connections, including the global distribution system (“GDS”). We executed an agreement with Amadeus, the largest GDS, and we are in the process of technical implementation of the system. We expect to be operational on the Amadeus system around the end of March 2026. Once successfully completed, we believe this Amadeus capability will enable us to grow third-party bookings with travel agents, airlines, theme parks, and cruise lines. It will also, importantly, provide us with connectivity to corporate travel management companies, which would be a new channel for Brightline.

Other Initiatives

On March 4, 2024, we announced plans to build a new in-line Treasure Coast station in downtown Stuart which is located within Martin County. We expect the construction of the station, but not the maintenance or operations, to be 100% funded by sources other than Brightline. On November 12, 2024, the Martin County Commission unanimously approved funding up to \$15 million dollars towards the project and agreed to pursue grant funding for the balance of the funds. In December 2024, Martin County submitted a grant application for the Federal-State Partnership for Intercity Passenger Rail Station Grant Program (“FSP”). The Department of Transportation withdrew that Notice Of Funding Opportunity (“NOFO”) on September 22, 2025 and reissued a new NOFO on October 3, 2025. Our team worked alongside Martin County on the application and Martin County successfully submitted the application on February 5, 2026.

Additionally, on March 12, 2024, we announced plans for a Cocoa station in Brevard County. In December 2024, the City of Cocoa and the Space Coast Transportation Planning Organization submitted an FSP grant application. As stated above, the Department of Transportation withdrew that NOFO on September 22, 2025 and reissued a new NOFO on October 3, 2025. Our team worked alongside the City of Cocoa and the Space Coast Transportation Planning Organization and, on February 4, 2026, the City of Cocoa successfully submitted the new FSP application. On July 17, 2025, Brightline and the City of Cocoa entered into a Memorandum of Understanding (MOU) related to the development of a Brightline Station in Cocoa. The MOU describes how both parties will work in coordination to advance the project. In alignment with the MOU, the City and Brightline began discussions regarding the overall site development and layout of the station and parking. We expect that these future in-line stations, as well as potential other locations, will be owned or leased by Brightline upon completion.

Separately, our affiliate, Brightline Tampa LLC, is developing a project to extend the rail system from Orlando to Tampa. Brightline Trains Florida has the right to repurchase the rights to the project once fully permitted. Brightline Tampa is evaluating the potential to develop the project in phases, with the initial phase being from Orlando International Airport to South International Drive. This initial segment, “the Sunshine Corridor” is contemplated to include stations located at the Orange

County Convention Center and South International Drive potentially occurring earlier than Tampa phase two, the segment connecting South International Drive to Tampa. On April 24, 2025, the Central Florida Commuter Rail Commission (“CFCRC”) unanimously approved FDOT advancing the Sunshine Corridor PD&E (Preliminary Design & Environment Study). In support of this effort, the SunRail board approved a \$6 million study in April 2025 to evaluate the Sunshine Corridor expansion, which would integrate Brightline service with SunRail and support federal funding applications. The project team responsible for leading the PD&E study has been engaged by FDOT and is currently working with the Brightline team on the initial efforts of the study. Additionally, The Hillsborough Transportation Planning Organization (“TPO”) has launched a public survey to help inform planning for a Brightline station in downtown Tampa, focusing on accessibility, mobility needs, and connectivity improvements. The survey was concluded in December and the recommendation from the Hillsborough TPO is to approve the Brightline station study.

Financing

Brightline continues to actively pursue the planned issuance of a substantial amount of equity, the proceeds of which would be used to repay principal and interest of existing higher-coupon indirect parent entities’ debt of ours and to increase cash reserves. The Company used a portion of the reserves in the debt service reserve account to fund the interest payment due on the Brightline Trains Florida LLC Series 2024 Bonds (“OpCo Series 2024”) on January 1, 2026, as permitted in the OpCo Series 2024 bond documents. In the meantime, we have been in discussions for the potential incurrence of additional debt. Net proceeds of the potential additional debt would be expected to be used to provide liquidity for the company’s ongoing operating requirements. The terms and conditions of our existing indebtedness include restrictive covenants that limit our ability to incur debt and we expect that we may need to obtain consent from certain holders of certain of our and our indirect parent entities’ debt to incur the additional debt. From time to time, we and our indirect parent entities have and, in the future, may seek to repay, refinance or restructure all or a portion of our or our indirect parent entities’ debt, including through, as applicable, tender offers, redemptions, exchange offers, open market purchases, privately negotiated transactions or otherwise and have engaged, and in the future may engage, in discussions with holders of our and our indirect parent entities’ debt regarding the same. Any such transaction will depend on a number of factors, including prevailing market conditions, liquidity requirements and contractual requirements (including compliance with the terms of our and our indirect parent entities’ debt agreements), among other factors. There can be no assurances that we or our indirect parent entities will complete any such transaction on terms that are favorable, at our desired timing, or at all, or that such transactions will be sufficient to meet our or our indirect parent entities’ needs.

Forward Looking Statements

Certain statements in this filing may constitute "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. These statements are generally identified by the use of words such as "outlook," "believes," "expects," "potential," "continues," "may," "will," "should," "could," "seeks," "approximately," "predicts," "intends," "plans," "estimates," "anticipates," "target," "projects," "contemplates" or the negative version of those words or other comparable words. The inclusion of any forward-looking information should not be regarded as a representation by Brightline that the future plans, estimates, or expectations contemplated by Brightline will be achieved. Forward-looking statements are not historical facts but instead represent only Brightline's belief as of the date of this filing regarding future events, many of which, by their nature, are inherently uncertain and outside of Brightline's control. Furthermore, new risks and uncertainties arise from time to time, some of which may be beyond Brightline's control, and it is not possible for Brightline to predict those events or how they may affect Brightline. Except as may be required by law, Brightline and its affiliates assume no duty to update or revise its forward-looking statements based on new information, future events or otherwise.