

## **SunRail Phase 2 South Orlando, FL (December 2015)**

The Florida Department of Transportation (FDOT) is constructing a new, 17.2-mile extension to the existing 32-mile SunRail commuter rail transit line that provides service from Volusia County through Seminole County, Orange County, and downtown Orlando. The project will extend along the existing railroad right of way south of Orlando through Kissimmee to Poinciana in Osceola County. The project includes four new commuter rail stations; a Vehicle Storage and Light Maintenance Facility; two locomotives, three cab passenger cars and one coach passenger car; a new railway wayside signal and communication system; grade crossing upgrades; station platforms and canopies at all four stations; and park and ride lots at all four stations.

Hours of operation in the opening year will be from 5:00 a.m. to 10:30 p.m. on weekdays, with no service on weekends. In the opening year, service will operate every 30 minutes during weekday peak periods and every 120 to 150 minutes during weekday off peak periods. The forecasted ridership on the project using current year inputs of population and employment is 2,000 daily linked trips.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$186,869,330. The Section 5309 New Starts funding share is \$93,434,665.

### **Status**

FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. The Locally Preferred Alternative was adopted in the financially constrained long range plan in November 2005. An Environmental Assessment (EA) was prepared for the entire 61-mile corridor in May 2006, with a Finding of No Significant Impact (FONSI) signed by FTA in April 2007. Under SAFETEA-LU, FTA approved a 54-mile, 15-station project into preliminary engineering (PE) in March 2007. A Supplemental EA was prepared to assess the potential impacts of several project scope changes and to include a general analysis of the environmental impacts of moving freight from the CSX “A” Line to the “S” Line. FTA issued the Supplemental EA in May 2008, and an addendum to the FONSI was issued by FTA in July 2008. During PE, FDOT decided to pursue entry into final design for only the 32-mile, 12-station IOS project, which was approved into final design in August 2008. A second Supplemental EA was prepared to assess a change in vehicle technology from diesel multiple units to locomotives and passenger cars and to assess changes to several stations. FTA issued the Supplemental EA in April 2010, and another addendum to the FONSI was issued in September 2010. The SunRail Phase II South project was grandfathered into the MAP-21 engineering phase in 2012. FDOT and FTA entered into an FFGA in September 2015 and revenue service is scheduled for September 15, 2019. The project is currently in the final stages of construction contracts procurement for civil, track, stations, and wayside signals communications elements under Design-Build (DB) project delivery method.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141; July 6, 2012) (“MAP-21”) authorizes the Federal Transit Administration (FTA) to award capital New Starts funds for the construction of the SunRail Phase 2 South project. Through FY 2016, Congress has appropriated \$65.65 million in Section 5309 New Starts funds for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funds (\$million)	Appropriations to Date
<b>Federal:</b> Section 5309 New Starts	\$93.43	\$65.65 million in total appropriations through FY 2016
<b>State:</b> State of Florida Transportation Trust Fund	\$50.03	
<b>Local:</b> Orange County General Funds	\$16.30	
Osceola County State Infrastructure Bank Loan	\$27.10	
<b>TOTAL</b>	<b>\$186.87</b>	

**NOTE:** The sum of the figures may differ from the total as listed due to rounding.

## Central Florida Commuter Rail Transit (SunRail) Phase 2 South | Orlando, Florida

