

SunRail Phase II North
Orlando, Florida
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Commuter Rail Transit 12.2 Miles, 1 Station
Total Capital Cost (\$YOE):	\$68.68 Million (Includes \$0.46 million in finance charges)
Section 5309 Small Starts Share (\$YOE):	\$34.34 Million (50.0%)
Annual Operating Cost (opening year 2017):	\$6.39 Million
Current Year Ridership Forecast (2011):	200 Daily Linked Trips 65,300 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	600 Daily Linked Trips 185,900 Annual Linked Trips
Overall Project Rating:	Not Rated
Project Justification Rating:	Not Rated
Local Financial Commitment Rating:	Not Rated

Project Description: The Florida Department of Transportation (FDOT) is proposing to build an extension of its existing Central Florida Commuter Rail Transit (CFCRT) Initial Operating Segment (IOS) commuter rail line. Phase II North is a 12-mile northern extension project from the Phase I DeBary station to a new station adjacent to the existing DeLand Amtrak station in Volusia County and includes the purchase of three rail vehicles. The project will share tracks owned by FDOT with CSXT freight operations and existing Amtrak intercity passenger rail service. Opening year service would be provided on weekdays only with two-car trains every 30 minutes during peak periods and every 120-150 minutes during off-peak periods.

Project Purpose: FDOT indicates the Phase II North project would provide an alternative mode of transportation to improve the mobility of travelers in the corridor. The project corridor currently experiences significant traffic congestion throughout the day that causes long and frequent delays for travelers including those using bus service currently provided in the corridor. The project would improve the transportation connection between the residential areas in western Volusia County and the employment centers in the northern Orlando suburbs and downtown Orlando.

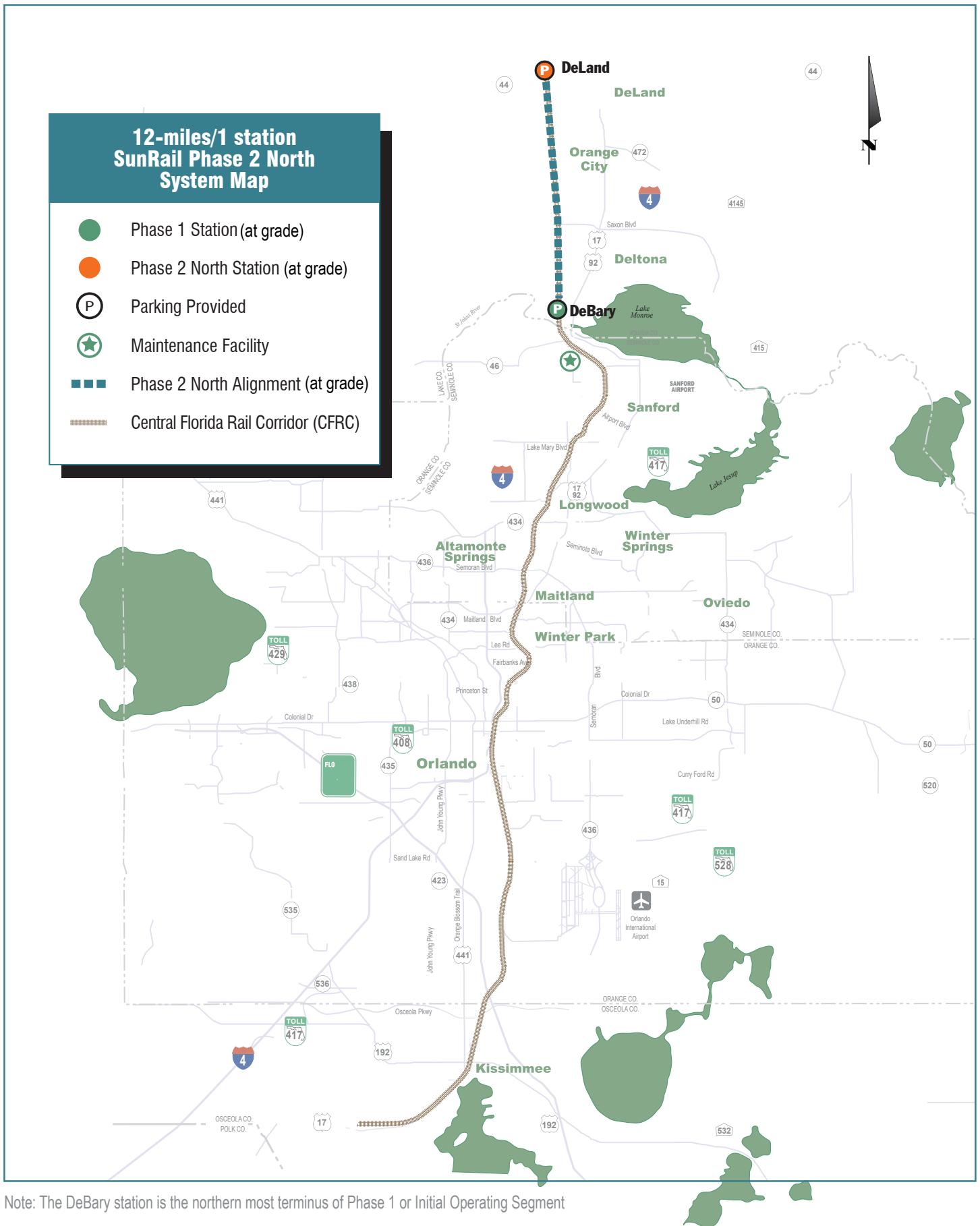
Questions remain on the capital and operating cost information provided by FDOT in its latest submission. Therefore, FTA is unable to develop a rating for the project at this time. FTA will work with FDOT to resolve the outstanding questions.

Project Development History, Status and Next Steps: The Locally Preferred Alternative was selected in May 2004, and adopted into the Volusia County fiscally constrained long range transportation plan in November 2005. The environmental review process was completed on the entire SunRail corridor in September 2010, when FTA issued a Second Addendum to the Finding of No Significant Impact. FTA approved the project into Small Starts project development in December 2013. FDOT's schedule for the Phase II North project anticipates receipt of a Small Starts Grant Agreement in 2015, and initiation of revenue service in 2017.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$34.34	50.0%
State: Florida New Starts Transit Program State Transportation Trust Fund	\$17.17	25.0%
Local: Volusia County General Fund	\$17.17	25.0%
Total:	\$68.68	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Central Florida Commuter Rail Transit (SunRail) Phase 2 North Orlando, Florida



Note: The DeBary station is the northern most terminus of Phase 1 or Initial Operating Segment