

Central Florida Commuter Rail Transit – Initial Operating Segment Orlando, Florida

(November 2011)

The Florida Department of Transportation (FDOT) is constructing a 32-mile, 12-station commuter rail system along the existing CSX “A” line Corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The Central Florida Commuter Rail Transit (CFCRT) project would operate entirely at-grade, sharing track with existing freight and Amtrak services. The project includes the purchase of seven locomotives and 14 passenger cars and the construction of approximately 2,000 parking spaces. In the opening year, service would operate every 30 minutes in the peak period and every 120 minutes during the off-peak, with no weekend service. By the forecast year of 2030, service would operate every 15 minutes in the peak period and every 30 minutes during the off-peak, with service every 60 minutes in the evenings and every 120 minutes on weekends.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$357.23 million. The Section 5309 New Starts funding share is \$178.61 million.

Status

FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. 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. A 54-mile, 15-station project Locally Preferred Alternative was approved 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 approved and signed 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 current 32-mile, 12-station 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 approved and signed the Supplemental EA in April 2010, and an addendum to the FONSI was issued in September 2010.

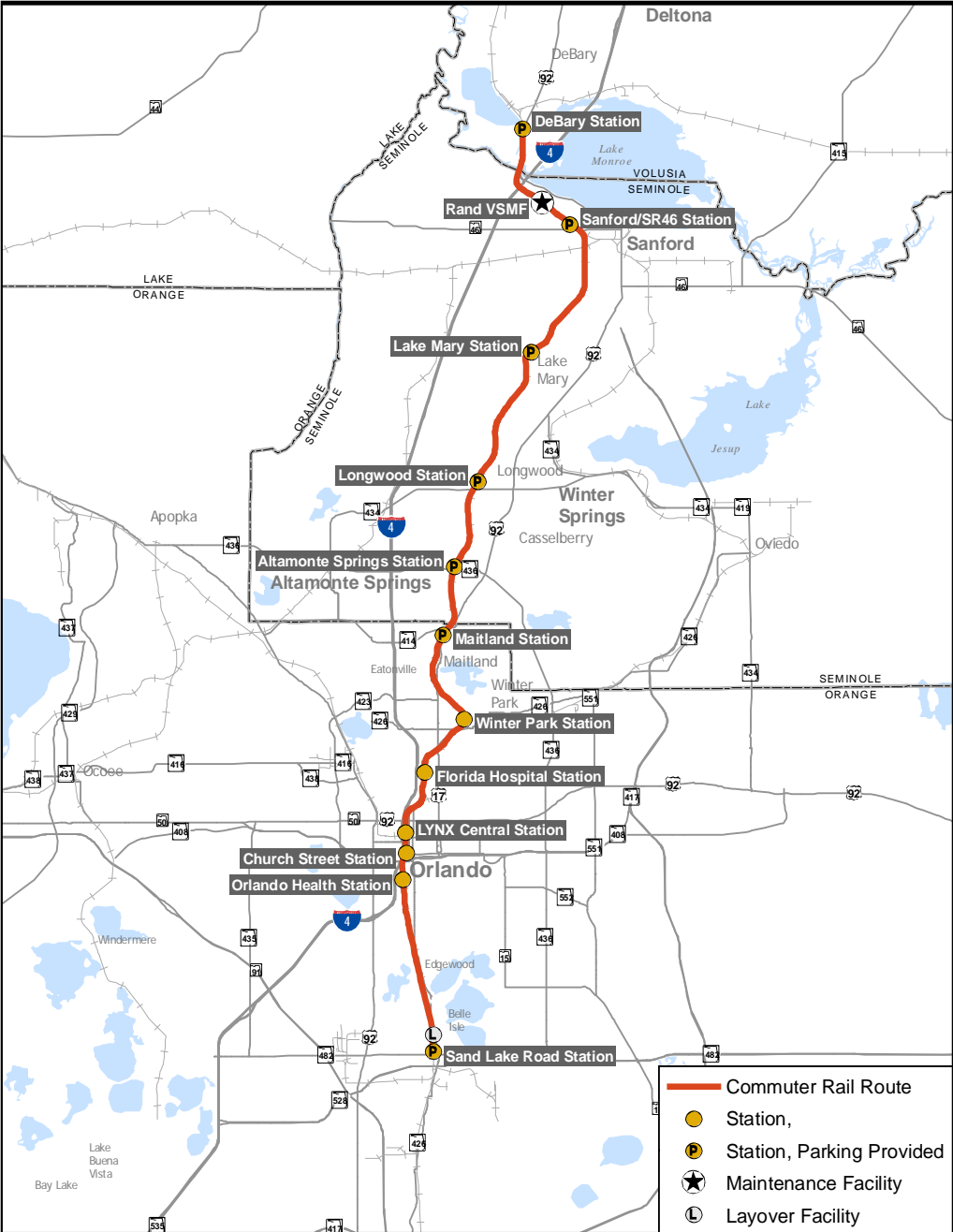
FDOT and FTA entered into an FFGA in July 2011, with revenue operations scheduled for May 2014. The design- build contractor is finalizing design elements and construction will start in January 2012.

SAFETEA-LU Section 3043(b)(3) authorized the CFCRT project for final design and construction.

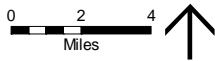
Reported in Year of Expenditure Dollars

<u>Source of Funds</u>	<u>Total Funding (\$million)</u>	<u>Appropriations to Date</u>
Federal: Section 5309 New Starts FFGA Commitment	\$178.61	\$148.53 million in total New Starts appropriations through the end of FY 2012
State: Florida New Starts Transit Program State Transportation Trust Fund	\$89.32	
Local: Volusia County State Infrastructure Bank Loan Seminole County Sales Tax Funds City of Orlando State Infrastructure Bank Loan Orange County General Funds	\$6.60 \$45.56 \$13.47 \$23.68	
Total:	\$357.23	

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



- Commuter Rail Route
- Station,
- Station, Parking Provided
- Maintenance Facility
- Layover Facility



Route Alignment

