

SunRail Phase II South
Orlando, Florida
Engineering
(Rating Assigned September 2012)

Summary Description

Proposed Project:	Commuter Rail Transit 17.2 Miles, 4 Stations
Total Capital Cost (\$YOE):	\$185.00 Million (includes \$0.2 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$92.50 Million (50.0%)
Annual Forecast Year Operating Cost:	\$25.80 Million
Ridership Forecast (2030):	4,300 Average Weekday Trips 1,800 Daily New Trips
Opening Year Ridership Forecast (2017):	1,700 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: The Florida Department of Transportation (FDOT) is proposing to build an extension of its Central Florida Commuter Rail Transit (CFCRT) Initial Operating Segment (IOS) commuter rail line currently under construction. The project corridor extends from Sand Lake Road station, adjacent to the Orlando International Airport, to the Poinciana Boulevard station along the currently owned and maintained existing Central Florida Rail Corridor Railroad right-of-way. The project includes four park-and-ride lots with 615 spaces, six rail vehicles, and a light maintenance facility. Opening year service would be provided with two-car trains every 30 minutes during peak periods and every 120 minutes during off-peak periods. In the forecast year, service would be provided with up to three-car trains every 15 minutes during peak periods and every 30 minutes during off-peak periods.

Project Purpose: The project would provide a reliable alternative to automobile travel in the congested Interstate 4 corridor, where population and employment are anticipated to increase significantly by 2030. The project would improve transit service to regional employment, entertainment, cultural and retail destinations, including the Orlando central business district, Orlando International Airport, Disney World, Sea World, Universal Studios, and the Lake Nona mixed-use community. As an extension of the SunRail IOS project, the project would improve the effectiveness of commuter rail service currently under construction, support enhancements to cross-town bus service and provide travel time savings.

Project Development History, Status and Next Steps: 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. 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 is considered grandfathered into the MAP-21 engineering phase since the environmental review process is completed. FDOT anticipates receipt of a Full Funding Grant Agreement in late 2013, and start 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	\$92.50	50.0%
State: Florida New Starts Transit Program State Transportation Trust Fund	\$46.25	25.0%
Local: Orange County General Fund Osceola County General Fund Volusia County State Infrastructure Bank Loan	\$16.30 \$27.10 \$2.85	8.8% 14.6% 1.6%
Total:	\$185.00	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.

**FL Orlando, SunRail Phase 2 South
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Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share (20% of summary financial rating)	Medium	The New Starts share of the project is 50.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium-High	
Capital Condition (25% of capital plan rating)	High	The Florida Department of Transportation (FDOT) does not have a bus fleet. FDOT's general obligation bonds are rated Aa1 by Moody's Investors Service, AAA by Standard and Poor's, and AAA by Fitch Ratings (2011).
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. The non-New Starts share will be covered by the Florida State Transportation Trust Fund, general revenues from Orange County, Osceola County, and Volusia County.
Capital Cost Estimates, Assumptions, and Financial Capacity (50% of capital plan rating)	Medium	Assumptions in the capital plan are consistent with historical experience. The project's capital cost estimate is reasonable. The financial plan shows that FDOT has the financial capacity to cover cost increases or funding shortfalls of up to 25 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	Medium-High	
Operating Condition (25% of operating plan rating)	Medium-High	FDOT's current ratio of assets to liabilities as reported for the State's Transportation Trust Fund in the State of Florida's fiscal year 2011 comprehensive annual financial report was 1.7.
Commitment of Funds (25% of operating plan rating)	High	All operating funding is committed. For the initial seven years of operation, FDOT will fund operating subsidies from the State Transportation Trust Fund. Thereafter, operating subsidies will be funded by the local government partners (counties of Volusia, Seminole, Osceola, Orange and the City of Orlando).
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	The assumed growth in operating and maintenance expenses is reasonable. Projected farebox recovery ratios and revenue forecasts are reasonable. Projected cash balances and reserve accounts are greater than 12 percent of annual system-wide operating expenses.

SunRail Phase 2 South Commuter Rail Project

Orlando, Florida

Engineering

(Rating assigned in September 2012)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Land use is highly auto-oriented and lacking in transit-supportive character in all station areas, with the notable exception of the Kissimmee Station, which is located in the small, historic redeveloping downtown section of the city.
- Average population density in all station areas combined is 1,027 persons per square mile (sq.mi.), corresponding to a low rating according to FTA criteria. Total employment in station areas is 7,816. Total employment served by the system, including the Central Business District (CBD), which is a one-seat ride from project station areas, is 121,437, in the upper end of the range for a medium-low rating. Parking supply is ample in all station areas. Parking rates in the Orlando CBD are in the \$10 - \$15 per day range, corresponding to a medium-high rating.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

(50 percent of Economic Development Rating)

- The State of Florida has enacted several strong growth management policies that influence the location and pace of employment and population growth, encouraging transit-supportive development. Counties and municipal governments must adopt legally-binding Comprehensive Land Use Plans. While recent changes in State law provide local governments with increased flexibility in applying planning statutes, several new provisions in the law reduce impediments to redevelopment and concentration of growth at higher densities.
- The Florida Department of Transportation has sponsored transit-oriented development (TOD) planning workshops for all of the project station areas, producing conceptual plans for future development. The visions developed through the workshops increase building densities close to the stations in transit-supportive patterns, with walkable street networks. The land use submittal does not identify policies to limit parking availability.
- The Future Land Use Elements of the Orange and Osceola Comprehensive Plans support compact TOD with increased densities in commuter rail station areas. While zoning currently is compatible with transit-supportive development only in the Kissimmee Station area, TOD Overlay districts will be adopted in the other station areas to implement transit-supportive new and infill development, with higher densities, mixed land use, and transit-supportive streetscapes and building design.

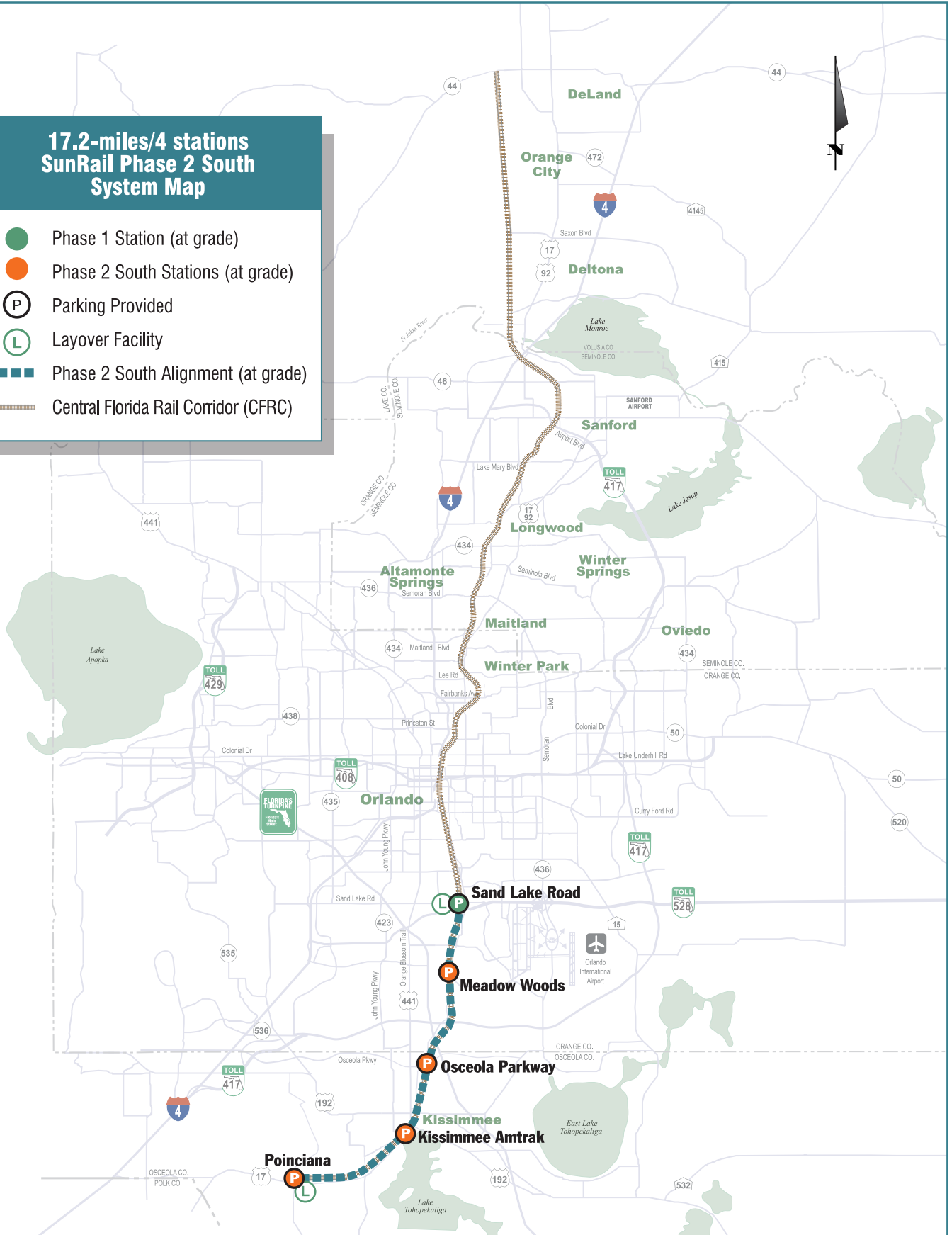
Performance and Impacts of Policies – Medium

(50% of summary economic development rating)

- The submittal identifies several development projects in project station areas and numerous projects within the City of Orlando in Phase 1 station areas that have been completed in recent years or that are under construction.
- All of the station areas offer development opportunities and there are large sections of vacant, developable land in the Osceola Parkway and Poinciana Station areas.
- The project will serve a high-growth corridor in a rapidly-developing metropolitan area. Population and employment are forecast to increase by 43 percent and 44 percent, respectively, in the metropolitan area by 2030 and by 45 percent and 15 percent in project station areas. The City of Orlando is the region's primary business center. The transit investment will support mobility and sustainable, environmentally-friendly development consistent with the region's growth management plans.

17.2-miles/4 stations SunRail Phase 2 South System Map

- Phase 1 Station (at grade)
- Phase 2 South Stations (at grade)
- P Parking Provided
- L Layover Facility
- Phase 2 South Alignment (at grade)
- Central Florida Rail Corridor (CFRC)



Note: The Sand Lake Road station is the southern most terminus of Phase 1 or Initial Operating Segment