

vehicle, which requires a new design since no such vehicle has ever been built. The project schedule allows for only 22 months for design, manufacture, and delivery of the vehicles, which is considered aggressive because it is a new prototype.

Project Justification Rating: Medium

The project is rated *Medium* for project justification based on a *Medium-Low* rating for cost effectiveness and a *Medium* rating for transit-supportive land use. The rating for the project's *Making the Case* document was not factored into the project justification rating for FY 2009.

Making the Case Rating: Low

The CFRCT project would result in a new rail transit line running north-south parallel to I-4 and through downtown Orlando. The “case” for the project provides no discussion of travel patterns within this corridor. While travel time comparisons between rail, bus, and private vehicle were presented for three origin-destination pairs, there was no explanation of why these pairs are highlighted. I-4 is described as congested and getting worse, but the “case” for the project provides no justification that it will effectively serve I-4 travel markets, or why a significant investment in rail operating at 15-minute peak frequencies is necessary in a corridor in which existing bus transit service is described as “limited.”

Cost Effectiveness Rating: Medium-Low

The *Medium-Low* cost effectiveness rating reflects the level of travel-time benefits (5,100 hours each weekday) relative to the project's annualized costs. Due to the unique nature of the project, its travel forecast carries significant uncertainty.

Cost Effectiveness	
	<u>New Start vs. Baseline</u>
Cost per Hour of Transportation System User Benefit	\$29.16*
Incremental Cost per Incremental Trip	\$34.88

* Indicates that measure is a component of Cost Effectiveness rating.

Transit-Supportive Land Use Rating: Medium

The *Medium* rating is based upon the average of the ratings assigned to the subfactors below, each of which contribute one-third to the land use rating.

Existing Land Use: Medium-Low

- Population density within $\frac{1}{2}$ -mile of the station areas is approximately 2,130 persons per square mile. The project has approximately 78,700 jobs within $\frac{1}{2}$ -mile of the proposed stations. The project provides direct service to the central business district (CBD), which contains approximately 729,700 jobs.
- The stations in the City of Orlando and Winter Park can be considered destination stations, with significant levels of development within walking distance and a pedestrian-friendly character. Development levels within walking distance of the remaining suburban stations are low and land use is highly auto-oriented.
- Parking supplies in the corridor are high, even at stations within the City of Orlando, although parking rates at garages in downtown are high.