

### 3.1.3 Central Florida Commuter Rail, Orlando, FL

The Florida Department of Transportation (FDOT) is proposing the CFCRT to be a 60.8-mile new commuter rail system, which will serve 16 stations. The CFCRT Project is proposed to operate bi-directional service on the existing CSX Transportation, Inc. (CSXT) A-Line rail corridor from the existing DeLand Amtrak Station in Volusia County, south through downtown Orlando and Kissimmee until its terminus at the Poinciana Industrial Park at the intersection on US 17/92 and the CSXT tracks in Osceola County. The CFCRT includes the purchase of 34 Diesel Multiple Unit (DMU) vehicles, 33-miles of new track, a new railway operations signal system, and a vehicle storage and maintenance facility (VSMF).

The CFCRT Project will be implemented in three phases. Phase 1, also known as the Initial Operating Segment (IOS), is the 31-mile long north corridor consisting of 10 stations between DeBary/Saxon Boulevard Extension Station and Orlando Amtrak/ORMC Station. Phase 2 is the south corridor, which will be a 23-mile extension of the IOS from Orlando Amtrak/ORMC Station to Poinciana Industrial Park (five stations total). Phases 1 and 2 combined make up the 54-mile LPA which has been approved into PE. Phase 1 is proposed to be operational by 2009 and Phase 2 by 2013. Phase 3, a seven-mile extension of the LPA north to the DeLand Amtrak Station, defines the entire 60.8-mile long system.

The LPA is currently undergoing an Environmental Assessment in compliance with the National Environmental Policy Act (NEPA).

| Reporting Item                               | Information at Entry to Preliminary Engineering                          |
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| Project Length                               | 54 Miles   |
| Number of Stations                           | 16 Stations  |
| First Year of Construction                   | 2007 (4 <sup>th</sup> Quarter)   |
| Opening Year Ridership (2009)                | 3,619 Average weekday boardings<br>1,049,510 Annual boardings            |
| Forecast Year Ridership (2030)               | 10,676 Average weekday boardings<br>3,096,040 Annual boardings           |
| Responsible Party for Ridership Forecasts    | AECOM Consulting<br>3101 Wilson Blvd<br>4th floor<br>Arlington, VA 22031 |
| Capital Cost Estimates                       | \$542.36 million (2007 \$)<br>\$602.14 million (YOE \$)                  |
| Responsible Party for Capital Cost Estimates | Earthtech<br>30 Keller Road<br>Suite 500<br>Orlando, FL 32810            |

The opening year ridership forecast for the Orlando Commuter Rail project appears to have been developed contrary to FTA guidance. The consultant appears to have factored the opening year forecast down by an additional 55 percent in addition to the effect of lower population and