

# Central Florida Commuter Rail:

## QUESTIONS & ANSWERS

### What is the Central Florida Commuter Rail?

Commuter Rail will provide regional rush-hour service on existing CSX tracks between Volusia, Seminole, Orange and Osceola Counties. Initial 31-mile service from DeBary to downtown Orlando will relieve congestion during construction on I-4, using new self-propelled commuter rail technology. Service will be extended 23 miles from Orlando to south of Kissimmee by 2013. The final 7-mile leg will serve DeBary to DeLand.

### What differs from the 1999 light rail project?

That project would have been a newly constructed fixed transit system with frequent stops and service extending 14 miles from the tourist area to downtown Orlando, costing \$41 million per mile.

### Is Commuter Rail cost-effective?

The commuter rail will cost \$7.8 million per mile and can carry up to 15,000 passengers per hour. Every new lane on I-4 will cost more than \$1 billion, and each lane can only carry a maximum of 2,000 cars per hour. Also, for every \$1 of construction on roads, we must reserve \$4 for maintenance and repairs. Consider that the latest car parking garages cost \$7,000-15,000 per space.

### Initial Operating Plan

- ▶ Phase I operational in 2009 with 10 stations
- ▶ Phase II operational in 2013 with 6 new stations
- ▶ 30-minute service each direction from 5:30-8:30 am and from 3:30-6:30 pm
- ▶ 2-hour off-peak service in each direction from 8:30 am-3:30 pm
- ▶ 3-car train sets with average speed of 45 mph
- ▶ Intermodal centers at LYNX Downtown Orlando Grand Central Station and at Sand Lake Road
- ▶ 11 no-cost park-and-ride lots in outlying areas
- ▶ Enhanced bus connections and other transportation services at station stops

## New Commuter Rail Equipment

- Restroom facilities on all trains
- Power outlets to all seats
- Wireless Internet connectivity
- Reclining seat backs
- Luggage & bicycle racks
- Capacity for 218 seated passengers per car on double-decker trains



## Population Growth & Traffic Congestion Facts

- ▶ Central Florida population to double to more than 7 million people by 2050
- ▶ 200,000 new vehicles between 2000-2004
- ▶ Rush hour delays per vehicle have increased by 3.2 hours since 1982
- ▶ Vehicle miles tripled in Central Florida since 1982
- ▶ Drivers lost \$510 in time and gasoline while stuck in rush hour traffic in 2003
- ▶ Commuter rail will not become stuck in traffic like buses and cars
- ▶ Commuter rail service begins in 2009 right when major construction of I-4 begins

## How could a commuter rail project be funded?

Federal mass transit funds will finance 50%, the State 25% and the locals 25% of construction costs. All operational costs are funded by farebox revenues and contributions from the State for five years.

## Who would ride a commuter rail system?

With many southwest Volusia and Seminole residents commuting outside their counties, commuter rail has a tremendous potential ridership. Commuter rail stations will be just minutes away from Downtown Orlando, Florida Hospital and Science Center, the Orlando Regional Hospital and Orlando International Airport — work and activity centers are just steps away from commuter rail stations.

## Will service delay traffic?

Commuter rail will not block intersections. Crossings would be re-engineered for safety along with synchronized traffic lights. Mile-long freight trains will be moved outside the urban corridor.

## Would a rail system be noisy?

No, modern commuter rail systems are quiet, safe, more dependable and less costly to operate than buses. No overhead wires are required.

## Who has rail systems now?

South Florida, Dallas, Suburban Virginia, San Diego, Baltimore and many other cities have commuter rail systems. Dozens of communities are developing commuter and light rail systems.

## Why not just buy more buses?

Buses like other vehicles get stuck in traffic — even express bus service from Volusia to Orlando now gets trapped in congestion. Commuter rail costs less per passenger mile than local or express bus service, and have much greater capacity.

## Why not just build more roads?

With more than 50,000 new cars registered in Central Florida every year, even current projected widening of I-4 will not by itself keep up with demand. In addition, 20% of every federal gas tax dollar can only be spent on transit. Until Central Florida finds a cost-effective mass transit solution, these funds will continue going to other communities.