



INVESTING IN FLORIDA'S TRANSPORTATION FUTURE

- Passenger rail is an important investment in Florida's infrastructure future and provides innovative and green transportation options for commuters and visitors, while creating jobs and helping recharge our state's economy.
- The proposed bill represents a win for Florida commuters who will now have more access to cleaner and more efficient mass transit as part of our growing transportation system.
- It's also a win for Florida taxpayers who understand best that now is not the time to raise taxes.
- I am pleased that we were able to fund this initiative with existing transportation dollars and am hopeful that our leaders in Washington will follow through on their commitments for Florida's transportation future.

SUNRAIL: THE CENTRAL FLORIDA COMMUTER RAIL PROJECT

- SunRail is an important investment in Florida's infrastructure future and provides innovative transportation options for Central Florida, while creating jobs and helping to protect Florida's environment.
- This is a shovel-ready project and moving the SunRail project forward will create jobs and have an immediate positive impact on Florida's economy.
- In a time of economic uncertainty, investing in SunRail means jobs for Floridians. Studies show that SunRail will help get Florida's economy moving and be part of a catalyst to help create over 164,000 jobs for Floridians over the next two decades.
- SunRail is a joint federal-state-local partnership with the federal government funding 50% of the total cost of the project. SunRail is also next in line for federal funding approval with the Federal Transit Administration.
- SunRail is an important tool for managing congestion and improving the quality of life in Central Florida. A three-car commuter train can hold up to 550 riders. If the same number of people were in single-occupant cars, their cars would stretch bumper-to-bumper in a line 1.25 miles long.

Liability Issues

- Taxpayers should not, and under this legislation will not, be on the hook for injuries where a freight train hits a car at a crossing or a trespasser on the track.
- Under this legislation, in the case of a collision between a passenger train and a freight train, the freight operator would be responsible for paying the insurance deductible (up to \$10 million) when damages are awarded due to the willful act of its employees or when punitive damages are awarded for acts of the freight rail employees.

Costs

- Preparing the state's transportation system to meet the needs of a new economy, the Florida Legislature has proposed legislation committing the state to a comprehensive passenger rail program to draw down federal grants that will create jobs and expand transportation options for Floridians.
- The proposed bill provides a dedicated statewide funding source for current and future passenger rail systems by prioritizing funds from existing transportation dollars rather than creating a new tax on the backs of our citizens and visitors. And this can be accomplished without impacting any existing transportation projects.
- The dollars for SunRail have been allocated in the state transportation work plan for years, and includes a combination of federal, state and local matching funds. There are not new dollars provided by this bill directly to SunRail.

Background

In August 2006, the Florida Department of Transportation (FDOT) announced a comprehensive plan to improve freight service and bring commuter rail to Central Florida. Under the agreement, Florida will invest money to improve infrastructure and expand capacity on two existing rail lines, one of which will be used to establish commuter rail service through Orange, Osceola, Seminole and Volusia counties.

The Federal Government, FDOT and local partners, including Volusia, Orange, Seminole and Osceola counties, and the City of Orlando will invest approximately \$1 billion which includes:

- \$432 million to purchase the 61 miles of existing tracks between DeLand in Volusia County and Poinciana in Osceola County; and
- \$615 million for capital costs to be paid for with 50 percent federal dollars, 25 percent state dollars and 25 percent local government dollars.

Appropriations for transit systems in the Federal Stimulus Package includes \$750 million for the New Starts program, the federal program which funds new transit projects or extensions to existing systems. Nationally, the SunRail project is next in line for final approval and federal funding from the Federal Transit Administration.

This project came before the House during the 2008 Legislative Session. The House passed the project as part of our transportation package, but it did not pass the Senate.

Good for Florida

SunRail is a winner for Florida, getting the economy moving, managing congestion and protecting the environment.

Gets the Economy Moving

To help get Florida back on the path to prosperity, taking aggressive steps to solve our transportation challenges is essential. Purchasing an existing rail line is far more cost effective than acquiring land and building track on a new corridor, which would take years to complete and likely cost billions of dollars to achieve. This project takes advantage of an existing rail corridor to deliver a new commuter service while maximizing the benefits to travelers across Central Florida and doing so in the most cost effective way available. The construction, operation and maintenance of SunRail will stimulate the local economy and create job opportunities throughout the region.

AECOM Consults examined the increased employment effects of the SunRail project over the next 30 years for construction, operation and maintenance in Volusia, Seminole, Orange and Osceola counties, as well as the State of Florida. The study concluded that over the next 30 years 11,523 jobs will be created in the four counties and 1,985 jobs for the rest of Florida.

A study performed by PB Americas shows that the total number of construction jobs associated with transit-oriented development within a half-mile of station stops is expected to be 113,065, resulting in \$4.6 billion in earnings for the construction sector over the next 20 years. Transit-oriented development within a half-mile of station stops is expected to directly account for an additional 38,310 permanent jobs in Volusia, Seminole, Orange and Osceola counties.

Over a 20-year period, the public will receive \$2.90 in benefits for every \$1 invested in the statewide rail initiatives, including SunRail. Over a 30-year period, the return on investment increases to over \$3.50. SunRail will also provide a reduction in the state's highway maintenance costs associated with increased freight movement by rail.

Manages Congestion

Traffic congestion is a growing concern for those who live, work and visit Florida, especially Central Florida. According to the Texas Transportation Institute, Orlando ranks 8th—tied with San Jose, California and Detroit, Michigan—in the Texas Transportation Institute's list of the 10 worst cities for time lost per driver annually in rush-hour traffic. The average Orlando commuter spends an extra 54 hours of travel time and an extra 35 gallons of fuel a year, amounting to a cost of \$870 annually. Once truck costs are factored into the equation, congestion cost per traveler rises to \$983.

METROPLAN ORLANDO's current projections suggest Central Florida's population will double by the year 2050. Relying solely on the automobile for transportation, even if we were to double the amount of roads, double the amount of lanes on existing roads and double the amount of parking spaces – the level of service would only be exactly the same as it is today. Rail helps reduce congestion by getting cargo and passengers off our roadways and gets goods to markets statewide more efficiently. A three-car commuter rail train can

accommodate at least 550 seated passengers. If the same number of people were all in single-occupant cars, you could park the cars bumper-to-bumper in a line 1.25 miles long.

According to METROPLAN ORLANDO, having commuter rail service in Central Florida will help to relieve congestion along the I-4 corridor and other local roads and would move as many commuters as one lane of I-4 during peak times. In comparison, to expand I-4 one lane in each direction of I-4 for the 61 miles that mirror the SunRail line from Volusia County to Osceola County, the estimated cost would be \$7 billion.

Protects the Environment

By reducing traffic congestion, SunRail will help reduce harmful emissions while giving commuters a new transportation option and a better quality of life. Passenger rail provides an eco-friendly transportation system reducing costly trips to the gas pump. Rail travel consumes about a fifth of the energy per passenger-mile as automobiles. SunRail will move thousands of travelers a day out of their automobiles and onto commuter trains, thus reducing emissions and protecting the region's natural environment.

SunRail is also environmentally friendly by creating a new way to move freight. Freight trains are two to four time more fuel efficient than trucks on a ton-mile basis. One ton of freight can be transported over 400 miles by rail on one gallon of fuel.

TRI-RAIL: SOUTH FLORIDA RAIL CORRIDOR

- The Florida Department of Transportation (FDOT) currently provides and will continue to provide approximately \$27 million to support Tri-Rail operations and other needs of the South Florida corridor – these funds are already programmed in the work program.
- The transportation revenue estimating conference has projected nearly \$350 million in newly available transportation funds over the next five years and FDOT will use up to \$15 million of the increased revenues to fund the Tri-Rail operating deficit. This can be done without any impact to the existing work program or deferring any scheduled projects.