

About SunRail

- State buys 61.5 miles of existing CSX Transportation freight tracks in Central Florida
- Phase I from DeBary in Volusia County to Sand Lake Road: 31 miles, 12 stations. Operations expected in 2013
- Phase II from Sand Lake Road to Poinciana in Osceola County and from DeBary to DeLand in Volusia County: 30 miles, 5 stations. Operations expected in 2015
- 30-minute peak service from 5:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. Two hour off-peak service
- Average fares within a single county expected to be \$2.50, with \$1 additional fee for travel crossing each county line; discounts for seniors, frequent riders and others anticipated
- Restroom facilities, wireless Internet connectivity, power outlets and luggage and bicycle accommodations on all trains
- Up to 4-cars per train move quickly through urban areas
- Horn shrouds on SunRail trains minimize noise impacts
- Central Florida Commuter Rail Commission advises FDOT before taking over system operations and management in eighth year of operations
- Enhanced bus and private shuttle services expected to feed SunRail station stops
- Free parking at stations in suburban areas



System Map



Why SunRail?

- Establishes the spine of a regional rail network that can be expanded to serve other areas of the state
- Provides a reliable mobility alternative to I-4
- Expected to carry as many passengers as one lane of I-4 during peak travel times
- Uses existing freight track infrastructure
- Establishes exclusive operating windows for commuter rail service while minimizing freight traffic in urban areas
- Encourages transit-oriented development around station areas, decided exclusively by local governments
- Construction, operations and maintenance has the potential to generate 13,508 new jobs statewide, with \$1.55 billion in economic benefit
- Transit Oriented Development potential includes 245,855 new jobs and nearly \$7.1 billion in economic benefit
- Allows businesses, research and education centers to tap into a geographically broader talent pool
- Returns to Central Florida 20 cents of every dollar motorists now pay in federal gas taxes for transit projects to create new mobility options here at home
- Leverages federal dollars for future rail projects in the state, including Central Florida
- Significant travel time savings expected during peak periods, especially as growth further congests roadways



Table 2C -- Detailed Summary of FY 2012 Project Justification Ratings

Phase	Project Justification Summary Rating	Environmental Benefits		Operating Efficiencies			Mobility Improvements				Cost Effectiveness		Economic Development			Land Use Rating
		Rating	EPA Air Quality Designation for Transportation-Related Criteria Pollutants	Rating	System Operating Cost per Psgr. Mile - Baseline Alternative	System Operating Cost per Psgr. Mile - Build Alternative	Rating	User Benefits per Passenger Mile	Transit Dependents Using Project	Transit Dependent User Benefits per Passenger Mile	Rating	Cost per Hour of User Benefit	Summary Rating	Transit-Supportive Plans and Policies Rating	Performance and Impacts of Policies Rating	
Final Design																
AZ Tucson, Modern Streetcar *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	Medium-High	High	Nonattainment	Medium	\$0.00	\$0.00	Medium-High	10.7	6,100	43.8	Medium	\$23.46	High	Medium-High	High	High
CO Denver, Eagle Commuter Rail	Medium	High	Nonattainment	Medium	\$0.55	\$0.52	Medium	1.2	3,800	1.4	Medium	\$21.85	Medium-High	Medium-High	Medium-High	Medium-Low
CT Hartford, New Britain - Hartford Busway	Medium	High	Nonattainment	Medium	\$0.71	\$0.62	Medium	4.3	5,600	3.7	Medium	\$24.54	Medium	Medium	Medium	Medium-Low
CT Stamford, Urban Transitway Phase II *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
DE Wilmington, Wilmington to Newark Commuter Rail Improvements *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	Medium	Medium	Attainment	+++	+++	+++	Medium-Low	3.5	1,400	2.9	Medium-Low	\$29.96	+++	+++	+++	Medium
MA Boston, Assembly Square Station *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
MN St. Paul-Minneapolis, Central Corridor LRT	Medium	Medium	Attainment	Medium	\$0.86	\$0.75	Medium	2.7	17,800	2.7	Medium-Low	\$25.81	High	High	Medium-High	Medium-High
RI Providence, South County Commuter Rail *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
TX Houston, North Corridor LRT	Medium	High	Nonattainment	+++	+++	+++	Medium-High	7.1	11,600	7.1	Medium-High	\$14.80	+++	+++	+++	Medium-Low
TX Houston, Southeast Corridor LRT	Medium	High	Nonattainment	+++	+++	+++	Medium	3.2	14,200	3.2	Medium	\$22.28	+++	+++	+++	Medium-Low
Preliminary Engineering																
CA Los Angeles, Regional Connector Transit Corridor	Medium-High	High	Nonattainment	Medium	\$0.27	\$0.26	High	10.6	39,800	12.6	Medium-High	\$13.68	Medium-High	Medium-High	Medium-High	Medium-High
CA Los Angeles, Westside Subway Extension	Medium	High	Nonattainment	Medium	\$0.26	\$0.26	Medium-High	4.7	34,500	5.2	Low	\$31.77	Medium-High	Medium-High	Medium-High	Medium-High
CA Sacramento, South Sacramento Corridor Phase 2	Medium	High	Nonattainment	Medium	\$0.71	\$0.69	Medium-Low	3.8	1,200	3.7	Medium	\$17.23	Medium	Medium	Medium	Low
CA San Jose, Silicon Valley Berryessa Extension Project	Medium	High	Nonattainment	Medium	\$0.27	\$0.26	Medium-Low	0.6	3,400	0.6	Medium	\$24.10	Medium-High	Medium-High	Medium-High	Medium-Low
HI Honolulu, High Capacity Transit Corridor Project	Medium	Medium	Attainment	Medium	\$0.41	\$0.34	Medium-High	3.6	18,600	3.1	Medium	\$16.24	Medium-High	Medium	Medium-High	Medium
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	Medium	High	Nonattainment	Medium	\$0.77	\$0.67	Medium-High	5.2	4,700	6.3	Medium	\$16.01	Medium-High	Medium-High	Medium	Low
OR Portland, Portland-Milwaukie Light Rail Project	Medium-High	Medium	Attainment	Medium	\$0.46	\$0.44	Medium-High	4.7	4,300	5.1	Medium	\$24.19	High	High	High	Medium
RI Pawtucket, Pawtucket/Central Falls Commuter Rail Station *	Exempt	Exempt	-	Exempt	-	-	Exempt	-	-	-	Exempt	-	Exempt	-	-	Exempt
TX Houston, University Corridor LRT	Medium	High	Nonattainment	Medium	\$0.34	\$0.34	Medium-High	5.5	20,500	6.5	Medium	\$19.71	Medium	Medium-Low	Medium	Medium-Low
UT Salt Lake County, Draper Transit Corridor	Medium	High	Nonattainment	Medium	\$0.61	\$0.60	Medium	5.5	300	11.5	Medium	\$24.30	Medium	Medium-Low	Medium	Medium-Low
WA Vancouver, Columbia River Crossing Project	Medium-High	Medium	Attainment	Medium	\$0.43	\$0.40	Medium-High	6.5	2,400	8.5	Medium	\$21.75	High	High	High	Medium
Small Starts Project Development																
AZ Mesa, Central Mesa LRT Extension	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	\$19.42	Medium-High	Medium-High	Medium-High	Medium-Low
CA Fresno, Fresno Area Express Blackstone/Kings Canyon BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
CA Oakland, East Bay BRT	Medium-High	N/A	-	N/A	-	-	N/A	-	-	-	High	\$12.26	Medium	Medium-Low	Medium	Medium
CA Riverside, Perris Valley Line	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	\$18.22	+++	+++	+++	Medium-Low
CA San Bernardino, E Street Corridor sbX BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	High	\$12.24	Medium-Low	Medium-Low	Medium-Low	Medium-Low
CA San Francisco, Van Ness Avenue BRT	High	N/A	-	N/A	-	-	N/A	-	-	-	High	\$5.11	High	Medium-High	High	High
CO Fort Collins, Mason Corridor BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	\$23.26	Medium-High	Medium-High	Medium	Medium-Low
CO Roaring Fork Valley, VelociRFTA BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
FL Jacksonville, JTA BRT North Corridor	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
MI Grand Rapids, Silver Line BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
NY New York City, Nostrand Avenue BRT	High	N/A	-	N/A	-	-	N/A	-	-	-	High	\$11.71	Medium-High	Medium-High	Medium-High	High
TX Austin, MetroRapid BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
TX El Paso, Mesa Corridor BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
WA King County, RapidRide E Line BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
WA King County, RapidRide F Line BRT	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium
WA King County, West Seattle BRT (RapidRide)	Medium	N/A	-	N/A	-	-	N/A	-	-	-	Medium	VSS	Medium	VSS	VSS	Medium

*This project has not been rated; under §5309(e)(8)(A), proposed New Starts projects requiring less than \$25.00 million in §5309 New Starts funding are exempt from the project evaluation and rating process

"+++" signifies that the revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 Final Guidance on New Starts Policies and Procedures, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impacted by allowing them to continue to be evaluated and rated under the old methodology.

"N/A" signifies that this criterion does not apply to Small Starts projects per the simplified evaluation process specified in SAFETEA-L.

"VSS" denotes a Very Small Starts project. Per FTA's Small Starts Interim guidance, projects that qualify as Very Small Starts automatically earn Medium ratings for Cost Effectiveness, Economic Development and Land

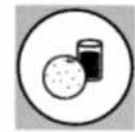


CSX & Florida The Rail Advantage

**Freight and commuter rail meet
the needs of Florida's growth.**



We Carry the World on Our Wheels



Florida sunshine by the rail car!

CSXT teams with Tropicana to deliver more than 14,000 rail cars of fresh Florida ORANGE JUICE to the Northeast and Midwest every year.



Need a new set of wheels?

We'll be glad to deliver it. In fact, one out of every three NEW CARS made in the United States travels on CSXT.



Boldly going where no railroad has gone before.

CSXT moves massive rocket boosters to a connection in Florida for delivery to the Kennedy Space Center, where they power the nation's space program.



From rockets to rocks.

Or minerals, to be more precise. Stone, sand, SALT... more than a million tons of it every year travel through Florida on CSXT to be used for everything from highway construction to salting your steak.



Let there be light!

Although we don't deliver LIGHT BULBS, we do make it possible for them (and your air conditioning!) to work. CSXT delivers coal and alternative fuels to meet Florida's energy needs.



How's that green thumb?

Florida produces 75 percent of the nation's phosphate used in FERTILIZER, and CSXT hauls nearly 30 million tons of it annually.



Fore!

Every year, CSXT TEES up more than six million tons of forest and paper products for Florida industries, used in making more consumer products than you can swing a golf club at.



Delivering the world to your doorstep.

CSX Intermodal handles thousands of consumer products daily - whether for work, or play, CSX keeps you equipped.

CSX & Florida We're Going Places!

Since the first Florida railroad was founded in 1834 near Tallahassee, CSX Transportation and its predecessors have been bringing economic prosperity and the ability to develop this great state. From orange juice to building supplies, CSXT and its 1,750-mile rail network have been keeping up with Florida's growing demands. CSX employs over 6,500 people in Florida who provide transportation and logistics services to 780 industries. Over the past five years, CSXT has invested more than \$250 million in maintaining and improving its infrastructure in the sunshine state. The steel wheel on rail has inherent economic and environmental advantages that have endured and will be Florida's rail advantage for years to come.

CSXT's S-Line

Under the proposed plan, the S-line will be expanded to accommodate additional freight traffic, allow for commuter rail on the A-line, and enable the efficient movement of goods in and out of Florida.

KEY

RAIL LINE
PORT TERMINALS

CSXT's A-Line

With the development of commuter rail in Central Florida, CSXT would relocate the majority of through freight trains from the A-line to the S-line with local freight service remaining on the A-line.

Central Florida Commuter Rail

Commuter operations over a 61-mile section of the A-line - serving 4 counties - are expected to begin in 2010.

Winter Haven Terminal

CSX is proposing the development of a 318-acre, state of the art intermodal and automotive terminal. The terminal is expected to stimulate related economic activity, and CSX's long-range plan calls for the potential development of the Southeast's first Integrated Logistics Center. The Central Florida commuter rail project hinges on the terminal being built as it creates the needed capacity to shift intermodal and automotive operations from the A-line to the S-line.

Southeast Corridor - Connecting Florida to the World

CSX is investing more than \$6 billion between now and 2010 in core capital investments to accelerate improvements in the safety, service reliability and capacity of its transportation infrastructure. This investment includes the expansion of CSXT's route from Chicago to Florida and from northern New Jersey to Albany, N.Y. The Chicago-Florida expansion is called the "Southeast Corridor." With the development of a state-of-the-art intermodal and automotive terminal in Winter Haven, CSX will continue to offer Florida an unparalleled rail advantage.



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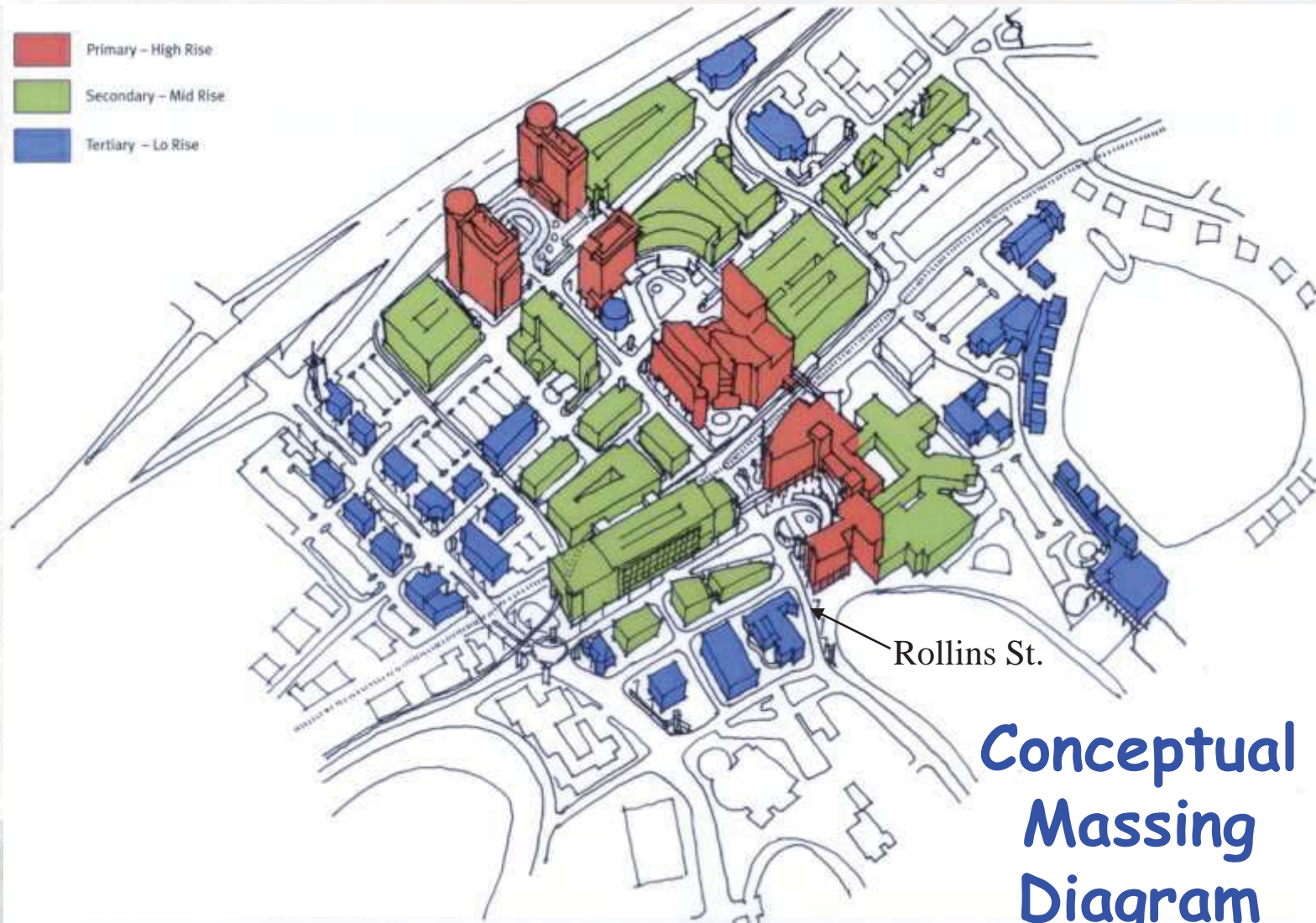
Congressman John Mica presided over a running demonstration of the DMU from Orlando to Winter Park, Florida on October 25, 2002.



LONGWOOD STATION AT HERITAGE VILLAGE
CENTRAL FLORIDA COMMUTER RAIL



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- Rollins Street is the urban core
- Core anchored east and west by architectural focal points
- Commuter rail station at CSX and Rollins Street



"Day, Elizabeth (TPE)"
<Elizabeth.Day@fta.dot.gov>

08/22/2005 09:46 AM

"Tawny.Olore@dot.state.fl.us"
To <Tawny.Olore@dot.state.fl.us>,
george.gault@earthtech.com
"Dittmeier, Tony (TRO-04)" <Tony.Dittmeier@fta.dot.gov>,
cc "Ryan, James (TPE)" <James.Ryan@fta.dot.gov>,
"Libberton, Sean (TPE)" <Sean.Libberton@fta.dot.gov>

bcc

Subject RE: Orlando Commuter Rail status update

Hi Tawny - sorry I keep bombarding you with emails. I have just looked at the cost-effectiveness for the Orlando commuter rail project based on the travel forecasts that assume a silver bullet. It is \$32.90, which equates to a low rating for cost-effectiveness. Your project would need a medium-high land use rating (highly unlikely given what I have seen of the corridor) to offset a low cost-effectiveness rating, so as to obtain at least a medium project justification rating which is required for entry into PE.

FTA does not currently allow the use of rail mode constants aka "silver bullets" in metro areas that do not currently have that mode. Therefore, we will need to see forecasts for Orlando that do not include a rail mode constant. In general, we would expect forecasts that do not use a rail mode constant to show less user benefits, so the cost-effectiveness number will only get worse.

I think we should schedule a meeting or conference call to discuss your PE request. I feel it is premature at this time given the explanation above. Please let me know when you would be available for the call. Next week may be best so that FTA has time to thoroughly review all of the materials you have submitted.

Let me know your availability.
Thanks,
Beth

-----Original Message-----

From: Tawny.Olore@dot.state.fl.us [mailto:Tawny.Olore@dot.state.fl.us]
Sent: Thursday, August 18, 2005 2:39 PM
To: Day, Elizabeth (TPE); Dittmeier, Tony (TRO-04); Durham, Jamie (TRO-04);
george.gault@earthtech.com
Subject: RE: Orlando Commuter Rail status update

Hi,

Sorry Tony, I will also send you a copy of the submittal for your review and use. Didn't mean to slight you!!!! :)

Tawny Olore, P.E.
Rail Transit Project Manager
Telephone (386) 943-5707
Fax (386) 740-4231
SunCom 373-5707

-----Tawny Olore/D5/FDOT wrote: -----

To: "Day, Elizabeth (TPE)" <Elizabeth.Day@fta.dot.gov>
From: Tawny Olore/D5/FDOT
Date: 08/18/2005 02:37PM
cc: "Dittmeier, Tony (TRO-04)" <Tony.Dittmeier@fta.dot.gov>,

Project earma

rks in the Highway Bill

Greetings! After the completion of the Highway Bill by Congress, attached

is a list of Florida's mass transit authorizations and transit High

Priority Projects that are listed & funded in the measure, which now awaits

the President's signature (he has indicated he will sign it in the near

future). Please note one notable change from the House-passed measure to

the new law: the Central Florida Commuter Rail project is now authorized

under "Final Design and Construction" under project listing #3.

<<Conf Rept Mass Transit Authorizations.doc>> <<Conf Rept Bus & Bus Related

Facility Projects.doc>>

Having worked with each of you in the past to help ensure good teamwork and

communication with some of our local transit agencies, many of which do not

have a great deal of experience on the federal level, I wanted to provide

this information in the hopes of eliminating any confusion about what's in

the new law and for whom. Should any of you have questions, please do not

hesitate to contact me at (202) 225-4035.

Regards,

Gary Burns

Legislative Director

U.S. Rep. John L. Mica

2313 Rayburn HOB

Washington, DC 20515

(202) 225-4035 (See attached file: Conf Rept Mass Transit
Authorizations.doc) (See attached file: Conf Rept Bus & Bus Related
Facility
Projects.doc) <<050607 Request for Information ADA Level Boarding.doc>>

-----Original Message-----

From: Day, Elizabeth (TPE)
Sent: Monday, June 06, 2005 9:54 AM
To: 'Tawny.Olore@dot.state.fl.us';
'scott.seeburger@dot.state.fl.us'; 'Everett-Lee, Reed X.';
Yesbeck, Joe; 'Crew Heimer'; Jim Ritchey
Cc: Dittmeier, Tony (TRO-04); Martin, Elizabeth (TRO-04); Herre,
Susan (TPE)
Subject: Potential Request to Enter PE

Hello everyone -- I am writing because the schedules for your respective projects (Orlando Commuter Rail, GRTA NW Corridor, and Broward County East/West Corridor) indicate you may be requesting entry into PE sometime this summer/fall. I wanted to remind you of a few items that FTA needs to review prior to your formal request to enter PE.

First, as I mentioned in an email to everyone dated March 2005, FTA now requires that the standard cost category (SCC) worksheets be used for reporting capital costs. (
http://www.fta.dot.gov/grant_programs/transportation_planning/major_investment/15885_ENG_HTML.htm) We would like these worksheets to be submitted to FTA prior to your formal request for entry into PE so that we may have a chance to review and comment on them. If you have any questions about using the SCC worksheets, please contact Susan Herre at FTA headquarters. She can be reached at 202-366-7081 or susan.herre@fta.dot.gov.

Second, we would like the opportunity to review summit reports prior to your formal request for entry into PE. As I have mentioned previously, in order to review the adequacy of the new starts baseline alternative, we need to see two sets of summit reports -- one comparing the baseline alternative against the no build and one comparing the baseline alternative against the build alternative. This review of the summit results would be the final step in FTA's approval of the ridership forecasts and the baseline alternative development. If you have any questions about this request, please let me know.

Lastly, I want to remind all of you that your projects must meet

[IMAGE]

Tawny H. Olore, P.E.

Project Manager

Cc: Ysela Llort, FDOT

Ed Coven, FDOT

Yvette Taylor, FTA

Gary Burns, Congressman Mica's Office

CFCRT Team

Tawny Olore, P.E.

Rail Transit Project Manager

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<Sean.Libberton@dot.gov>

<Sean.Libberton@dot.gov>

12/22/2006 12:57 PM

To	<Tawny.Olore@dot.state.fl.us>
cc	<Wrgac@aol.com>, <jeffrey.bruggeman@aecomco
Subject	RE: Memo from Teleconference

Happy Holidays, Tawny et al. As discussed during our meetings this past week, this email a) corrects FDOT's understanding (as conveyed via your email on December 20, 2006) of what information was requested in the December 18 FTA-FDOT technical meeting and previous communication; b) provides a comprehensive list of the outstanding information that is needed from FDOT that will permit FTA to evaluate the project for approval into New Starts preliminary engineering; and c) provides a summary of the work FTA will undertake to help meet your project schedule. Please follow up with Beth Day if you have any questions about the direction contained in this email.

- FTA is reviewing the baseline alternative service plan information provided by FDOT via email on Dec 19, 2006. Below are our comments:
 - Some of the materials requested in FTA's Nov 27, 2006 email (located below) are missing from the FDOT submittal including the route hours and miles, fare policies, and maps of feeder bus services for the build and baseline alternatives. Please provide this information. FTA may have additional questions after we receive and review the missing materials.
 - The cost of parking and associated expenses in the baseline alternative is more than twice the amount included in the build alternative (\$46 million versus \$20 million), yet the number of spaces provided in the baseline alternative (1,910) is significantly less than that provided in the build alternative (3,855). Please explain or correct.

- Per FTA's Reporting Instructions issued May 2006, the baseline alternative capital cost estimate should be based on prototypical costs (outlined in the instructions) for each element. The capital cost of FDOT's assumed station costs in the baseline alternative deviates from what is outlined in FTA's Reporting Instructions. Specifically, the capital cost per station/stop should not exceed \$200,000 as outlined in the Reporting Instructions. FDOT's cost estimate comes out to \$255,000 per station/stop. As per the Reporting Instructions (page 12), deviation may be permitted but should be discussed with FTA. Please explain/justify why exceeding FTA's guidelines on the per station/stop cost estimate is reasonable in this case, or follow the prescribed parameters.
- FTA will begin the land use assessment and the capital cost assessment immediately after the holidays. FTA already has FDOT's land use information and can work from those materials. FTA's PMOC will need the original excel electronic copy of the Standard Cost Category excel worksheets to initiate its cost review. FDOT has provided only a pdf file. FTA's contractors may request clarification on the information submitted, or ask for additional information, necessary to complete their reviews. FDOT is encouraged to respond as timely and fully as possible.
- With regard to the travel forecasts, FTA needs the following information from FDOT:
 - If FDOT still intends to request a cap on per-traveler user benefits that is higher than the 45-minute default value, then FDOT will need to provide the analysis requested by FTA via e-mail on November 27, 2006, and again on December 11, 2006. Upon receipt of the analysis, FTA will determine whether a higher cap is warranted.
 - To bound the large uncertainties in the forecasts, FTA has asked since April 20, 2006, for two pairs of forecasts that should provide better insights into the likely ridership and benefits of the project.
 - The first pair of forecasts – one each for the build and baseline alternatives – should be done with the travel forecasting procedures calibrated against current transit ridership patterns in the Orlando area. These forecasts are consistent with current FTA policy regarding metropolitan areas that currently have no transit guideways: no special adjustments can be made to the calibrated procedures in anticipation of fixed-guideway modes. FTA's understanding is that these two forecasts were completed by FDOT in preparation for the November 7, 2006, information provided to FTA. Not included in that information was the Summit reporting of the forecasts. FTA will need those reports as well as the UB/QC worksheet as specified in FTA's Reporting Instructions.
 - The second pair of forecasts – again, one each for

templates which reflect both the FTA-compliant and FDOT-optimistic forecasts) so that we can evaluate and rate the project. FTA's evaluation will consider the range of the project's estimated travel benefits and cost effectiveness.

- FTA will begin preliminary review of the financial plan now to determine if there are any major concerns, however, final review cannot be completed until the ridership issues are resolved since ridership calculations feed into the fare revenue calculations. FDOT will need to revise the operating revenue projections in its financial plan to reflect the FTA-compliant travel forecasts.
- FDOT will provide additional information to FTA on the "other factors" and improve the making the case document.

oDuring our meeting, FDOT and Congressman Mica emphasized the importance of moving the CSX freight service to another track and the travel time savings that this provides. FDOT should provide additional information on this and make as strong a case as possible so that FTA fully understands its importance of this measure to the project and to the Orlando region as a whole, such that FTA can find that the "other factors" are indeed compelling enough to improve the project's justification rating. If there are additional "other factors", FDOT should also provide information on these as well.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

719 S. Woodland Boulevard
DeLand, FL 32720

STEPHANIE C. KOPELOUSOS
SECRETARY

August 16, 2007

Mayor David Strong
City of Winter Park
401 Park Avenue South
Winter Park, FL 32789

SUBJECT: Central Florida Commuter Rail Transit System
Funding for Winter Park Commuter Rail Station

Dear Mayor Strong:

This letter is to confirm with the City of Winter Park that Congressman John Mica has secured up to \$3 million in federal money for the Winter Park Commuter Rail station. The monies will be secured and administered by Florida Department of Transportation (FDOT) through the Federal Transit Administration (FTA). Currently, FDOT is in the process of making the application to access the federal money.

FDOT looks forward to working with the City of Winter Park on the planning, design and construction of the Winter Park commuter rail station. If you have any questions concerning the contents of this letter, please do not hesitate to contact myself at 386 943 5475 or Tawny Olore at 407 482 7879.

Sincerely,
Florida Department of Transportation

Noranne Downs, P.E.
District 5 Secretary

Cc: Dick Harkey, Congressman Mica's Office
Joyce Rose, Highways, Transit & Pipelines Subcommittee
Jim Williams, City of Winter Park
Tawny Olore, FDOT
Jim Harrison, Orange County



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

719 S. Woodland Boulevard
Deland, FL 32720

STEPHANIE C. KOPELOUSOS
SECRETARY

August 16, 2007

Mayor Doug Kinson
City of Maitland
Maitland Municipal Complex
1776 Independence Lane
Maitland, FL 32751

SUBJECT: Central Florida Commuter Rail Transit System
Funding for Maitland Commuter Rail Station

Dear Mayor Kinson:

This letter is to confirm with the City of Maitland that Congressman John Mica has secured up to \$3 million in federal money for the Maitland Commuter Rail station. The monies will be secured and administered by Florida Department of Transportation (FDOT) through the Federal Transit Administration (FTA). Currently, FDOT is in the process of making the application to access the federal money.

FDOT looks forward to working with the City of Maitland on the planning, design and construction of the Maitland commuter rail station. If you have any questions concerning the contents of this letter, please do not hesitate to contact myself at 386 943 5475 or Tawny Olore at 407 482 7879.

Sincerely,
Florida Department of Transportation

Noranne B. Downs, P.E.
District 5 Secretary

Cc: Dick Harkey, Congressman Mica's Office
Joyce Rose, Highways, Transit & Pipelines Subcommittee
Charlie Wallace, City of Maitland
Tawny Olore, FDOT
Jim Harrison, Orange County

From: Shabat, Talia [Talia.Shabat@mail.house.gov]
Sent: Thursday, May 01, 2008 4:29 PM
To: Kopelousos, Stephanie
Cc: Gurnee, Marianne
Subject: Final Federal Hurdle Cleared for Commuter Rail

Please let me know what else I can do.

Thanks,
Talia



NEWS RELEASE

Committee on Transportation and Infrastructure

Congressman John L. Mica, Ranking Republican

2163 Rayburn H.O.B. Washington, D.C. 20515 202.225.9446 republicans.transportation.house.gov

For Immediate Release
May 1, 2008

Contact: Justin Harclerode
(202) 226-8767
Talia Shabat (Rep.

Mica)

(202) 225-4035

Final Federal Hurdle Cleared for Commuter Rail

Washington, D.C. – U.S. Rep. John L. Mica (R-FL), the Republican Leader of the U.S. House of Representatives Committee on Transportation and Infrastructure, announced today that the last federal hurdles to approval of the Central Florida Commuter Rail project have been cleared.

Yesterday, the House passed H.R. 1195, making technical corrections to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the 2005 federal highway, transit and highway safety authorization and funding act. The technical corrections bill is now on its way to the President for signature.

A provision in the bill waives a Federal Transit Administration (FTA) administrative policy that could have subjected the Central Florida Commuter Rail project to regulatory evaluations designed for traditional light and heavy rail cost effectiveness standards. The proposed Central Florida Commuter Rail Project would use a highly efficient low emissions Diesel Multiple Unit (DMU) technology rather than the traditional heavy Diesel Locomotive Engines pulling commuter rail trainsets. This waiver will allow FTA to enter into a full funding grant agreement providing federal funds for the commuter rail project.

In addition, FTA has received and is finalizing agency approval of the Florida Department of Transportation's (FDOT) project impact report. This report was recently required by FTA to examine noise, vibration, and rail crossing safety impacts along CSX Railroad's S-

Line that runs through the center of the state. Several residents along this alignment had expressed concerns about the impacts of additional freight traffic through the corridor, which CSX estimates will be an additional four trains per day. FDOT's report found the impacts of the additional freight traffic will be negligible, which are the most highly favorable results the report could offer.

It is expected that the Central Florida Commuter Rail project will be approved into Final Design by FTA this summer, and negotiations will immediately begin on a full funding grant agreement for federal transit funding.

The Florida Legislature is currently debating a transportation bill which will give final approval for the project. The federal government is committed to paying for 50% of the cost while the remaining half will be split between the State and local governments.

#



Congressman threatens state over CSX deal

Published: Friday, May 2, 2008 at 4:07 p.m.

Congressman John Mica, a Republican from central Florida, sent the following letter to lawmakers today, containing a pretty clear threat that federal lawmakers will punish the state if the Orlando commuter rail deal fails:

“As the Legislature concludes its business, it is absolutely imperative that the legislature grant final approval to proceed with the Central Florida Commuter Rail project. Failure to do so will have dire consequences affecting all transportation projects and federal transportation and infrastructure revenues to the state, affecting all districts.

“Members of the Crist Administration and the Legislature should know that in 2009 the Congress will be required to take up a new five-year transportation and infrastructure project authorization bill. Inaction by the Legislature on this project will significantly damage Florida’s credibility and standing on every future project that requires federal authorization ... We cannot stress enough the importance of approving this project prior to the conclusion of this session or if necessary a special session of the Florida Legislature.”



U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
Chairman

Washington, DC 20515

John L. Mica
Ranking Republican Member

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

MEMORANDUM

James W. Coon II, Republican Chief of Staff

To: Rep. John Mica, Republican Leader, Committee on
Transportation & Infrastructure
From: Joyce Rose, Republican Staff Director, Subcommittee on
Railroads, Pipelines & Hazardous Materials
Date: March 27, 2009
Subject: New Starts Projects in Line for Federal Funding

If the Florida Legislature fails to approve the Central Florida Commuter Rail, these transit projects around the country are next in line to receive the federal funds that would have been committed to the Central Florida project.

The following projects are in Final Design

1. New Jersey Access to the Region's Core -- \$8.7 billion subway project tunnels under the Hudson River to bring New Jersey Transit light rail service to Penn Station, New York. **Federal share: \$3 billion.**
2. Hartford-New Britain, CT Busway -- \$569 million dedicated transit busway connecting downtown Hartford to downtown New Britain, 9.4 miles, 11 stations. **Federal share: \$275 million.**

The following projects are in Preliminary Engineering, but close to entering Final Design

1. Sacramento South Corridor Light Rail Extension -- \$270 million project that extends existing light rail system 4.3 miles. **Federal share: \$135 million.**
2. San Francisco Central Subway -- \$1.3 billion subway project linking the Embarcadero to Chinatown, 1.4 miles. **Federal share: \$762 million.**
3. St. Paul-Minneapolis Central Corridor Light Rail -- \$914 million project linking the two central business districts, 11 miles. **Federal share: \$453 million.**

Congress of the United States
House of Representatives
Washington, DC 20515-0907

May 5, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee St
Tallahassee, FL 32399-6544

Dear Stephanie:

Thank you for your past efforts in support of the Central Florida Commuter Rail project. While I am most disappointed in the Florida Legislature's failure to grant terms of liability for the new fixed transit system, I wanted to let you know that I am working with local, state and federal leaders to explore options to complete the project.

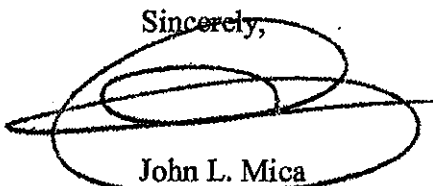
As you may know, nearly \$100 million has been expended to date, with hundreds of hearings, public meetings and substantial commitments of resources expended to bring us to this point. As staff and legal professionals assess our various options, I wanted you to know I remain firmly committed to bring Central Florida into the 21st century of transportation.

The need for this public alternative transportation system will not go away, and our efforts will not subside until we succeed. Having observed numerous efforts around our country to win approval for similar projects, the similar ups and downs in reaching success are not dissimilar to our current experience.

Again, thank you for your past support on this important matter and please know I will keep you posted as we move forward.

With my regards and best wishes, I remain

Sincerely,



John L. Mica
Member of Congress



500 Water Street, 15th Floor, C900
Jacksonville, Florida 32202
(904) 359-7611
(904) 359-3597 (Fax)

Ellen M. Fitzsimmons
Senior Vice President - Law &
Public Affairs & General Counsel

June 26, 2009

The Honorable Corrine Brown
U.S. House of Representatives
Washington, DC 20510

The Honorable John Mica
U.S. House of Representatives
Washington, DC 20510

Dear Representatives Brown and Mica:

Thank you for the opportunity to meet with you, Mayor Dyer, FDOT and your colleagues on Wednesday in Washington, DC.

CSX appreciates your leadership over the years to develop transportation solutions for Florida, including a commuter operation for Central Florida. In response to your request, we plan to continue our discussions on this project with your offices and the State of Florida over the next six months to determine whether there are options to bring the project to a successful conclusion.

As we look forward, CSX remains committed to working with Florida and its communities to serve as an essential part of the solution to our home state's economic, transportation and environmental challenges. The scope of these challenges will only grow as Florida's population and corresponding consumer needs increase. Successful efforts to enhance the ability to move goods by rail and establish commuter rail in Central Florida would serve as vital steps in addressing these challenges.

Very truly yours,

A handwritten signature in black ink, which appears to read "Ellen M. Fitzsimmons". The signature is fluid and cursive, with a large, sweeping initial "E" and a long, horizontal flourish at the end.

cc: Mayor Buddy Dyer
Secretary Stephanie Kopelousos



U.S. Department
of Transportation

**Federal Transit
Administration**

The Administrator

1200 New Jersey Avenue, SE
Washington, D.C. 20590

JUN 29 2009

The Honorable John L. Mica
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Mica:

It was a pleasure to meet with you, Congresswoman Brown, and Mayor Dyer to discuss the status of the Central Florida Commuter Rail Transit (CFCRT) project. As I mentioned during the meeting, the Federal Transit Administration (FTA) continues to be supportive of the project and has demonstrated that support by recommending it for \$40 million in funding in the Administration's Fiscal Year 2010 budget request. Unfortunately, the State legislature did not pass the legislation necessary for the Florida Department of Transportation (FDOT) to execute the negotiated railroad agreements for the project, which leaves us unable to enter into negotiations for a Full Funding Grant Agreement at this time. It is our hope that the Florida delegation, working with the state legislature, can get this project back on track.

Please keep FTA informed as FDOT sorts through options for moving forward with the project. We will be happy to provide our thoughts on any options being considered. Please know that any significant change in project sponsor, or changes to the project scope, schedule, or cost will require a reexamination by FTA to ensure the New Starts funding program requirements are met.

Thank you for your continued support of transit in central Florida. A well-developed transit network that makes effective intermodal connections has many benefits including congestion mitigation and economic development. If I can provide further information or assistance, please do not hesitate to contact me directly at (202) 366-4040. A similar letter has been sent to Congresswoman Brown and Mayor Dyer.

Sincerely yours,

Peter M. Rogoff

BY EMAIL, FAX AND FEDERAL EXPRESSJoseph H. Boardman
President and Chief Executive Officer

February 22, 2010

The Honorable Stephanie C. Kopelousos
Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

Dear Secretary Kopelousos:

The July 28, 2008 Memorandum of Understanding (MOU) between Amtrak and the Florida Department of Transportation (FDOT) regarding FDOT's proposed acquisition of the DeLand to Poinciana, Florida, rail line (the Central Florida Corridor) from CSX and the planned Sun Rail commuter service on that line is terminated.

Amtrak is taking this action for all the reasons stated in my January 21, 2010 letter on this same subject, and because FDOT has failed to provide Amtrak any communication that FDOT has recognized or tried to address the legitimate business concerns that Amtrak and FDOT jointly discussed in our meeting on Capitol Hill on January 27, 2010.

Amtrak wishes to serve its customers that want to travel to and from Florida, and also wishes Florida well in its effort to improve passenger rail services. However, Amtrak must protect its own business integrity, and it must ensure that, if there is an accident involving a Sun Rail commuter train, the costs of compensating injured Sun Rail passengers are borne by FDOT rather than by the federal taxpayers outside of Florida who fund Amtrak's operations. This means that FDOT must obtain authorization under Florida law to enter into enforceable contractual indemnity agreements with Amtrak, and to purchase insurance so that it can fulfill its obligations under such agreements. I have asked Amtrak's Law Department to provide your attorneys with legislative language that would amend the recently enacted CSX indemnification legislation to authorize FDOT to provide the same indemnity to Amtrak.

Until FDOT recognizes the legitimate business concerns that Amtrak has explained in many past (oral and written) communications in the January 21, 2010 letter, and in the January 27, 2010 meeting, no one at Amtrak will be authorized to discuss or negotiate any new agreements with Florida on this or any other service contemplating the use of Amtrak.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Joseph H. Boardman".

Joseph H. Boardman
President and Chief Executive Officer

cc: The Honorable Corrine Brown
The Honorable John Mica
Eleanor Acheson
Stephen Gardner
Joseph McHugh



**U.S. House of Representatives
Committee on Transportation and Infrastructure**

James L. Oberstar
Chairman

Washington, DC 20515

December 13, 2010

John L. Allen
Ranking Republican Member

David Hoffmeyer, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Cook II, Republican Chief of Staff

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary LaHood,

Thank you for your assistance in organizing and hosting the December 8th meeting regarding the SunRail commuter rail project in Central Florida.

It is beneficial to all parties that Amtrak has decided to immediately withdraw its petition before the Surface Transportation Board objecting to the sale of the SunRail corridor by CSX Transportation to the Florida Department of Transportation (FDOT).

At this meeting, both Amtrak and FDOT have committed and agreed to focus on completing the necessary documentation of shared facilities, access by Amtrak to the SunRail corridor, and other details regarding Amtrak's operations over the State-owned corridor. These pending issues should be resolved and memorialized by the two parties by December 30th, now that Amtrak is no longer requesting that specific project benchmarks be tied to future action by the Florida Legislature.

Federal Transit Administrator Rogoff committed to his agency processing the SunRail project's full funding grant agreement package as quickly as possible, with a target date of March 31, 2011 to forward the FFGA to the appropriate Congressional committees for the 60-day review. This review will be sped up by getting a letter expressing positive sign-off on the project by the House and Senate Appropriations Committees, the Senate Banking, Housing, and Urban Affairs Committee, and the House Transportation and Infrastructure Committee.

Finally, I appreciate your personal involvement and pledge to help Amtrak, FDOT, and the Congressional delegation Members work toward securing liability provisions for Amtrak's operations over the State-owned SunRail corridor.

Thank you again for your support in this important matter. I look forward to working together with you on this project, and other transportation issues.

Sincerely,

John L. Mica
Republican Leader

Cc: Rep. Corrine Brown
Mayor Buddy Dyer
President Joe Boardman, Amtrak
Secretary Stephanie Kopelousos, FDOT
Administrator Peter Rogoff, Federal Transit Administration
Administrator Joe Szabo, Federal Railroad Administration

Ray
I appreciate your help
in running this project along
I know Corrine is
most grateful too!
Regards.
pk cs

From: Kathy Till [<mailto:kathyspud@aol.com>]
Sent: Monday, April 04, 2011 2:26 PM
Subject: Sunrail

Dear Tri-County Members,

"Sunrail is key to the long-term economic strength of Florida and provides innovative transportation options for Central Florida making the region more attractive to businesses looking to expand or relocate." - Central Florida Sunrail Delegation

As elected officials in Central Florida, we understand the significant short and long-term benefits of this project for our region. In our on-going mission to strengthen government partnerships, in a meeting with Mayor Pat Bates, Congressman John Mica has requested as many citizens, businesses and cities to submit a letter of support to Governor Scott AS QUICKLY AS POSSIBLE. Below are a few suggestions when drafting your letter:

- * Congressman Mica prefers that he not be part of your letter. It should come from your city and local businesses as a benefit to our communities.
- * Please forward a copy of your letter to Congressman Mica's office
at: dick.Harkey@mail.house.gov<<mailto:dick.Harkey@mail.house.gov>>
- * Draft one letter and include all signatures from your elected officials
- * Emphasize the benefits to your city...personalize your story
- * Encourage your local business community to get involved and send letters as well. The Governor has been receptive to concerns and priorities of businesses
- * Focus on how this project will bring jobs and a stronger economy for Central Florida
- * PLEASE SEND YOUR LETTER ASAP...THIS IS AN URGENT, TOP PRIORITY FOR OUR REGION!
- * Keep in brief and to the point
- * Even if your city will not be directly impacted immediately, focus on the long-term economic benefits to surrounding communities

* UTILIZE SOME OF THE TALKING POINTS ATTACHED. THESE ARE EXCELLENT STATISTICS THAT PROVIDE REAL, CONCRETE DATA OF THE FISCAL IMPACT TO CENTRAL FLORIDA

If ever there was a time when 46% can be impactful...THIS IS IT! Let's all do our part so Governor Scott will get the message that Sunrail is not only important, it is NECESSARY and a key factor in Florida's economic future! Thank you.

Governor Rick Scott
The Capitol
400 South Monroe St.
Tallahassee, FL 32399-0001

Kathy Till
Commissioner, City of Apopka
President, Tri-County League of Cities
Email: kathyspud@aol.com<<mailto:kathyspud@aol.com>>
Phone: 407-484-3597
Web Site: www.kathytillforapopka.com <<http://www.kathytillforapopka.com>> <<http://www.kathytillforapopka.com>>

"A challenge is an opportunity waiting for a solution"...Kathy Till