



## SunRail FAQ

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### **What's the cost? Who's paying for what?**

The total cost of the project through 2030 is \$1.28 billion – that includes both capital and operations and maintenance costs.

The total capital costs for SunRail Phase 1 and 2 are approximately \$1.05 billion:

- \$432 million to purchase the Central Florida Commuter Rail Corridor from CSX
- \$615 million for capital costs (design-build for Phase I & Phase II)
  - 50 percent comes from the federal government
  - 25 percent comes from state
  - 25 percent is divided up among the five local partners; Volusia, Seminole, Orange and Osceola counties as well as the City of Orlando.

The local funding partners are contributing the following towards the capital costs:

- Volusia                      \$26.5 million
- Seminole                    \$46.2 million
- Orange                      \$40.4 million - includes Winter Park and Maitland stations
- Osceola                     \$27.1 million
- Orlando                    \$13.7 million

### **What amount does the state pay to CSX for SunRail & what is the purpose?**

Total cost of CSXT Agreement: \$432 million:

- Includes \$198 million for improvements to the S-Line to mitigate impact on surrounding communities; improve freight delivery services throughout the state as Florida continues to grow; keep consumer costs down; takes trucks off roads; protect the environment; improve road safety; reduce road maintenance costs, etc.
- \$52 million for other freight capacity improvements throughout the state – benefits same as above.
- \$9 million for road improvements around the Integrated Logistics Center to mitigate impact on surrounding communities.
- \$150 million to purchase 61.5 miles of track in Central Florida, a corridor that is now valued in excess of about \$400 million by two independent appraisers.
- \$23 million to relocate some freight traffic from the Taft Yard to the new ILC.

**What about operations and maintenance costs? Who pays?**

The Florida Department of Transportation (FDOT) pays for the operations and maintenance (O & M) of the system for the first seven years of the operations.

After the first seven years of operations by FDOT, the system is turned over to the Central Florida Commuter Rail Commission.

The Commission will assume all responsibilities of O & M and pay for the full operation of the SunRail system for year eight and beyond.

The local communities will pay for all costs of the system beyond what the revenues from the system can sustain.

All the local communities are contributing the following towards the O & M costs over a ten - year period when they assume responsibility:

- Volusia \$ 7.39 million
- Seminole \$20.26 million
- Orange \$21.73 million - includes Winter Park and Maitland stations
- Osceola \$14.42 million
- Orlando \$18.16 million

Each local funding partner is responsible for the housekeeping and appearance of their platforms and is responsible for the maintenance, security, and law enforcement for station and parking areas.

**What are the risks? Who's on the hook if there are cost overruns?**

There is over \$43 million (14%) and \$77 million (30%) of contingency built into the budgets for Phases 1 and 2, respectively.

However, during construction of the system, if there are cost overruns, scope changes and/or delays, all parties have agreed to pay up to 5% for additional costs. The 5% is shared 50/50 between the state and local funding partners. Any costs beyond the 5% threshold will be entirely borne by the local communities.

What this means is that each of the local communities would have to identify additional revenue from their budget to pay for these cost overruns or these funds will come out of the Department's work program for that region.

This same scenario could unfold during the O & M phase in year eight and beyond.

During the O & M phase, if the ridership comes in below forecasts and operational costs are more than expected, the local communities will be responsible to make up the difference and fill in the deficits in year eight and beyond.

**Has the private sector stepped up to the plate? Have businesses made any commitments?**

Various private businesses and corporations have made commitments to Governor Scott on investing hundreds of millions of dollars in developing areas around the stations and along the corridor. Here are some examples of private sector commitments:

**Florida Hospital**

- Will pay for own rail stop for \$3.5 million
- Will market and subsidize ridership for all 17,000 employees

**Orlando Health**

- Will invest in redesign of entrance to commuter rail stop

**Walt Disney World Resort**

- Will subsidize Commuter Bus Transit Service throughout Central Florida

**Tupperware Brands Corporation**

- Will donate over 10 acres of land to serve as the site for the station
- Will establish a shuttle service to carry employees and others to encourage ridership

**Rida Development Corporation**

- Will invest in Transit Oriented Development at Downtown Orlando's Central SunRail stop

**Ustler Development, Inc.**

- Will redevelop the old Amway Arena, 68-acre site in the heart of downtown Orlando

**Orange Crown Holdings**

- Will invest in Transit-Oriented Development adjoining the City of Longwood's SunRail station

**Avatar Properties Inc.**

- Will maximize development of Industrial Park which has station close to Park's businesses in Osceola County

**SeaWorld Orlando**

- Will offer shuttle bus service for employees who will use SunRail

**What type of development would these stations attract?**

Experience from other cities with commuter rail shows that improvement comes to the areas around the stations. This includes higher-density residential development for commuters who work downtown, and restaurants and shops catering to those workers and visitors taking advantage of the commuter line. The stations provide an opportunity to focus new development, enhance bicycle and pedestrian access and connectivity, streetscape improvements and other benefits.

Each station will be constructed with public safety in mind including open sight lines, plenty of lighting and will be designed with accessibility features.

Local residents, pedestrians, bicyclists and motorists will benefit from safety and security measures with improved crossing surfaces and warning devices at existing grade crossings. Most stations will be adjacent to an existing at-grade crossing. Cross-track access will be at the existing grade crossings where the railway warning devices will alert pedestrians to railway traffic. Fencing will prevent pedestrians from crossing the tracks within the station areas.

