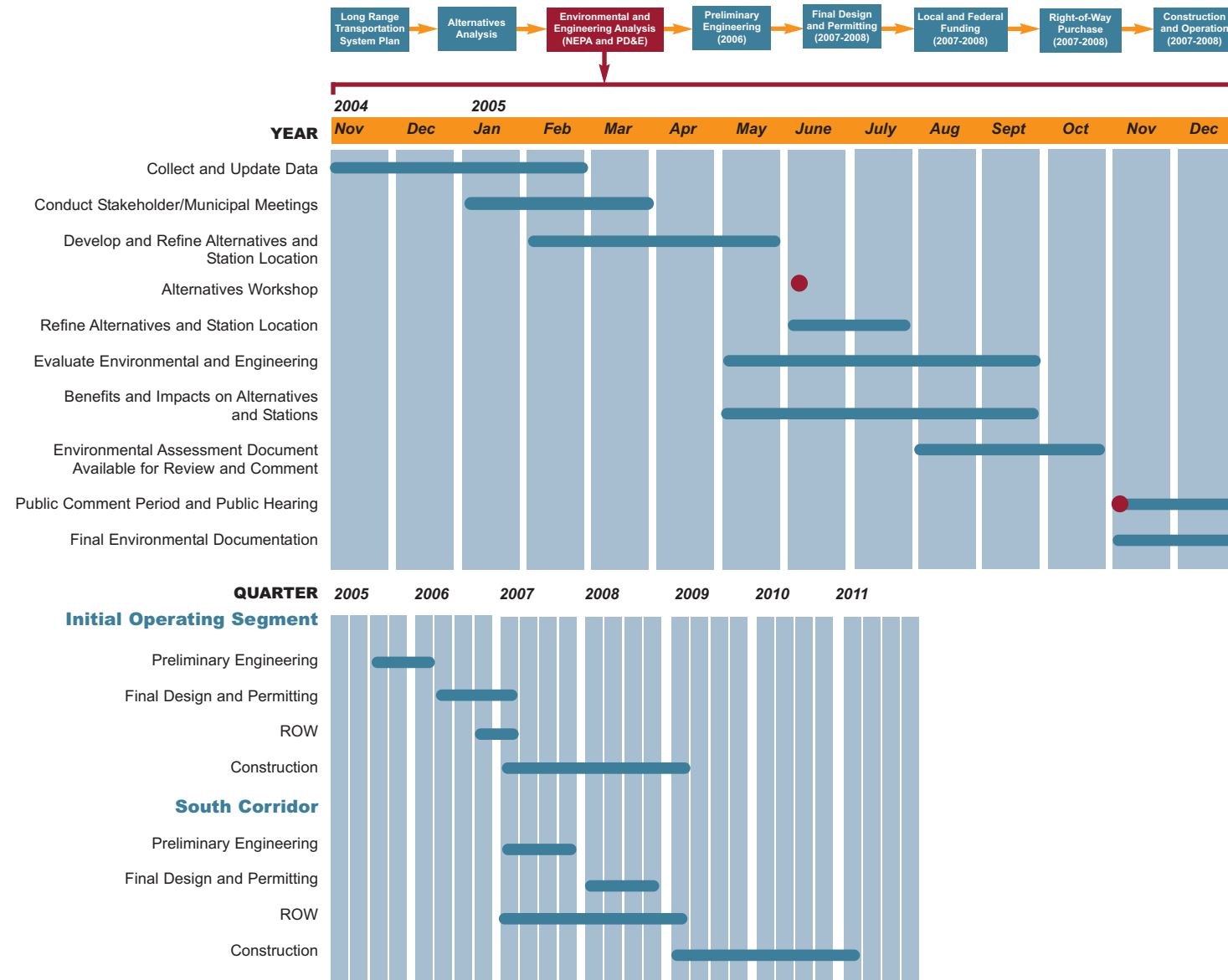


Environmental Assessment Schedule



Next Steps

The next steps will include:

- Refine the Alternatives based on input received during the Alternatives Public Workshop (June-August)
- Environmental and Engineering Evaluation (August-September)
- Draft Environmental Assessment (October) Public Hearing (November)

Get Involved!

You are invited to share your ideas with us.

We need your help to develop transportation solutions that will meet the diverse needs of our community. We strongly believe that, with your help, we can develop solutions that will meet the transportation needs of our community. If you have any questions regarding this project please feel free to contact:

Karen Campblin

Public Involvement Coordinator
 Glatting Jackson
 33 East Pine Street
 Orlando, FL 32801
 Phone: 407-843-6552
 Fax: 407-839-1789
 Email: kcampblin@glatting.com

For more information visit us online at: www.CFRail.com



Central Florida Commuter Rail Transit Environmental Assessment Study BRIEFING BOOKLET

May 2005

FIN: 412994-2-22-01

Introduction

The Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA) are currently exploring alternatives for providing Commuter Rail Transit service from DeLand in Volusia County to Poinciana in Osceola County, Florida. The Central Florida Commuter Rail is proposed to travel along the existing CSX Transportation line for 61 miles through Volusia, Seminole, Orange, and Osceola Counties. FDOT is conducting engineering and environmental analyses to best understand the benefits and impacts of the proposed project, which will be summarized in an Environmental Assessment (EA) document.

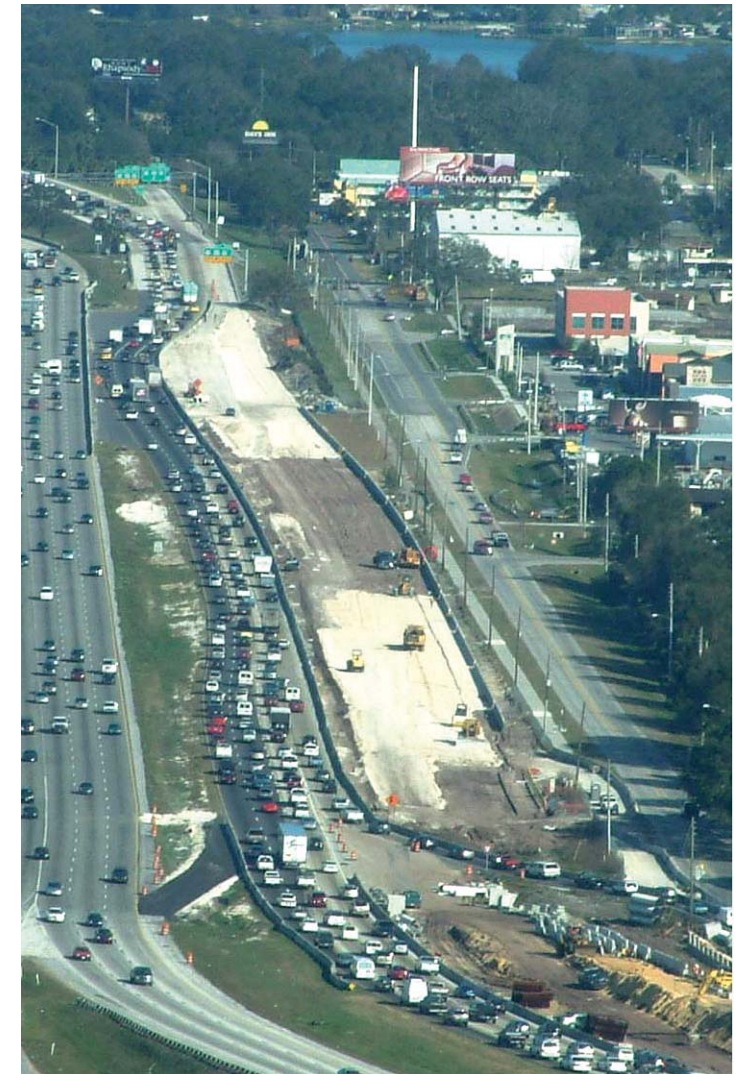
Background and History

The need for a multi-modal transportation system in Central Florida, one that includes both roadways and transit, has been studied and documented for many years. Transit was first recommended to serve regional mobility needs in the Central Florida Regional Transportation Authority Systems Plan in 1994. A commuter rail transit system was also recommended in the Volusia County Preliminary Rail Feasibility Study (1998) and the Central Florida North/South Commuter Corridor Alternatives Analysis (2004).

As the Orlando Metropolitan Region continues to experience substantial population and employment growth, we continue to experience increases in congestion and decreases in mobility along our existing transportation network.

The purpose of the proposed commuter rail project is to:

- Meet identified transportation market demand;
- Expand access and mobility choices;
- Support environmentally sound land use and economic development;
- Provide an alternative to highway travel on I-4; and
- Provide travel in an efficient and effective manner.



For more information visit us online at: www.CFRail.com

Alternatives Being Considered



An example of a double deck rail car

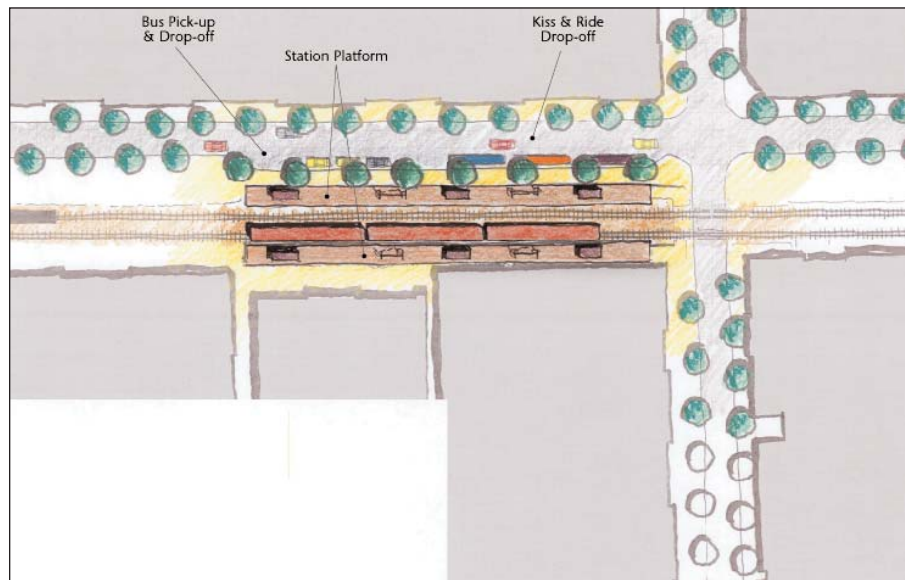
No-Build Alternative

The No-Build Alternative includes the current and planned roadway and transit projects that are funded or are committed for funding and listed in the area's transportation plans. It reflects a minimal level of transit service and transportation network expansion, and is the baseline for comparison to the other alternatives.

Transportation Systems Management (TSM) Alternative

The Transportation System Management (TSM) Alternative consists of lower cost improvements that are designed to improve the efficiency of the existing transportation system and improve existing bus service. It includes improvements such as traffic signal timing optimization, traffic control devices such as variable message signs, increased local bus service and north/south bus routes. This alternative assumes that the transit service is within existing travel lanes.

Station Prototypes



Urban Station Prototype

Proposed Stations:

Florida Hospital Station
Orlando AMTRAK/ORMC Station

Key Features:

Destination
No On-Site Parking

Build Alternative

The Build Alternative is a 61-mile Commuter Rail Transit (CRT) service operating within the CSX Transportation railroad corridor from the City of DeLand in Volusia County to Poinciana Boulevard in Osceola County. The CRT is proposed to serve commuting passengers within the Central Florida Region to cities and activity centers along the corridor. The proposed CRT would provide a more reliable higher speed transportation option for commuters currently traveling on I-4 and parallel corridors. The CRT will be implemented in phases starting in the north from DeBary/Saxon Boulevard Extension Station to Orlando AMTRAK. This first phase is known as the Initial Operating Segment or IOS, which is being defined as part of the Environmental Assessment. There were many factors considered when selecting the Build Alternative under consideration, such as the most acceptable in terms of: impacts to property, community facilities or environmentally sensitive areas, construction costs and design limitations.



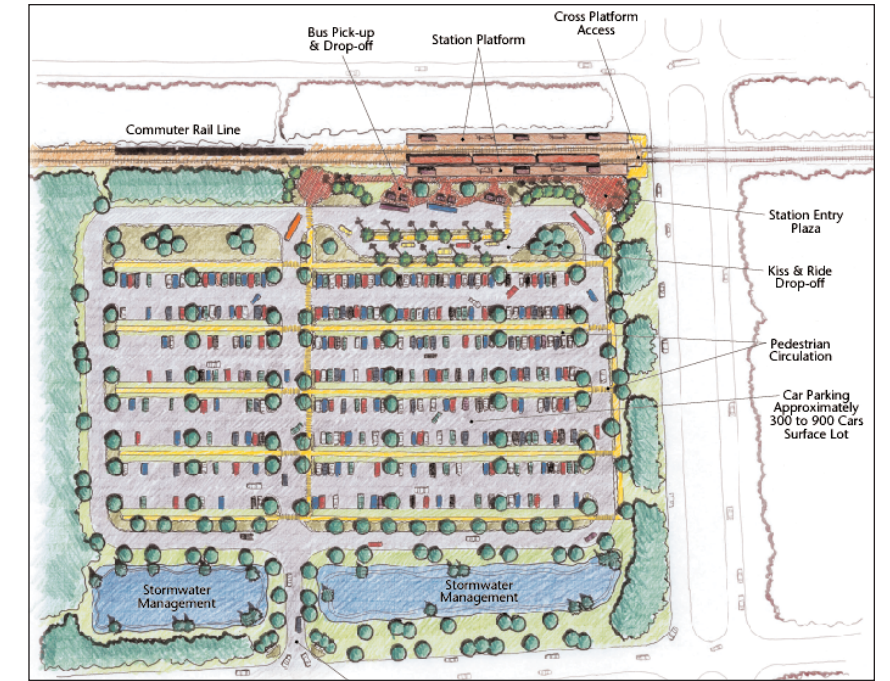
Suburban Station Prototype

Proposed Stations:

Winter Park/Park Avenue Station
Kissimmee AMTRAK Station

Key Features:

Mixed Use
Limited On-Site Parking



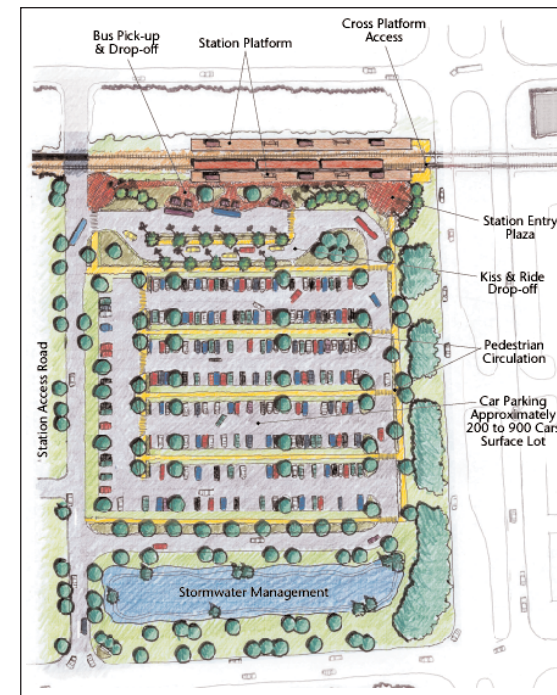
Park and Ride Station Prototype

Proposed Stations:

DeBary/Saxon Boulevard Extension Station
Poinciana Industrial Park Station

Key Features:

Origin
Greater On-Site Parking



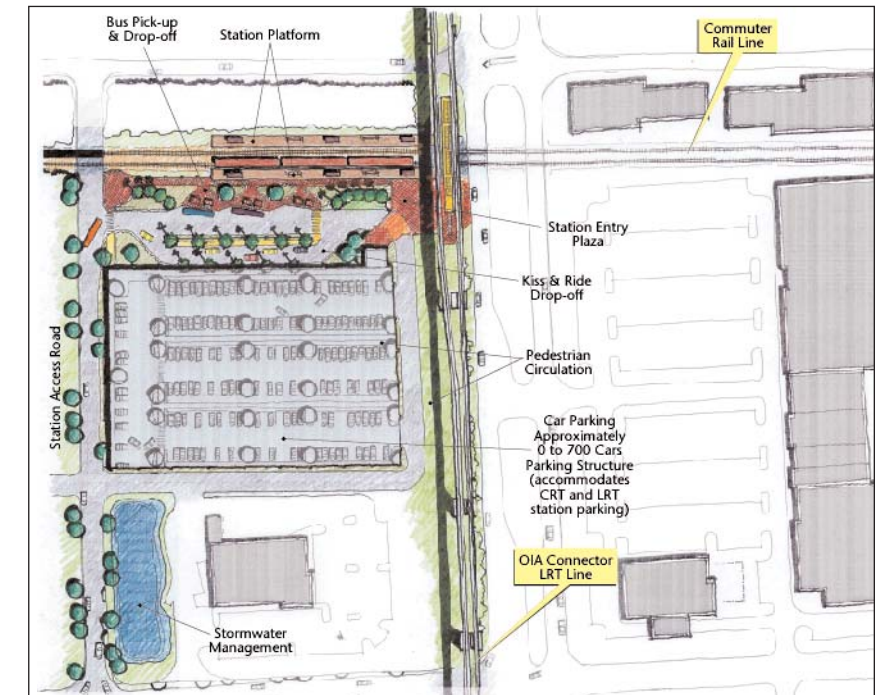
Suburban Park and Ride Station Prototype

Proposed Stations:

DeLand AMTRAK Station
Sanford/SR 46 Station
Longwood Station
Lake Mary Station
Altamonte Springs Station
Meadow Woods Station
Osceola Parkway Station

Key Features:

Origin
Mixed Use
Moderate On-Site Parking



Intermodal Station Prototype

Proposed Stations:

LYNX Central Station
Sand Lake Road Station

Key Features:

More Service Connections
Shared or No On-Site Parking