

COSTS OF THE DEAL - "Cost Effectiveness Rating: Medium Low.it's travel forecast carries significant uncertainty.- per November 2007 FTA Evaluation of project.

Costs consist of Capital Costs (for station construction), Compensation to CSX and Annual Operating and Maintenance Costs (O &M) which are borne by the Central Florida Funding Partners: 4 counties and Orlando. While Maitland and Winter Park are not considered partners and have no voice regarding costs and expenses, they pay according to the same schedule of percentages as do the Funding Partners. Annual O & M consists of a 30-year bond and debt service to purchase the tracks and help relocate CSX to its new rail yard in Winter Haven. Below is an overview:

Capital Costs:	\$605,000,000	Station Construction and other
Compensation to CSX*:	\$150,000,000	Purchase 61 miles of track
	\$ 23,000,000	Relocate Taft Rail Yard to W. Haven
	\$198,000,000	Construction of CSX S-line projects
	\$ 52,000,000	A-line Rand Yard Construction projects
	\$214,000,000	Construct 5 grade crossing sep.
	\$ 9,000,000	Toward infrastructure for CSX's ILC
TOTAL:	<u>\$1.25 Billion Dollars</u>	

Breakdown

Local Government	Capital Costs (Station Construction and non-Station Items as of January 2007)	Debt Service on FDOT's 30-year bond to purchase tracks and relocate CSX rail yard to Winter Haven***
Volusia	\$ 94,700,000	\$54,717,000
Seminole	\$183,300,000	\$70,610,000
Orange	\$160,400,000	\$70,104,000 (Winter Park pays \$11,300,000 and Maitland pays \$11,300,000)
Osceola	\$107,000,000	\$41,446,000

Orlando	\$ 54,300,000	\$23,713,000
TOTAL	\$605,000,000**	\$260,590,000

**Note that FTA recognizes the CFCR project had no bearing on CSX's decision to move freight from the A-line to the S-line (click on link for Feb 2008 letter from FTA to FDOT)*

***Deal proposes the Local governments pay 25% for \$151,250,000. State pays 25% for \$151,250,000. Federal Grant application for 50% for \$302,500,000.*