



# Seminole County

## Board Worksession

**September 27, 2011**





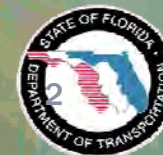
- **61-Miles** in length along existing CSXT freight tracks

- **Phase I - DeBary to Sand Lake Road station - 31 miles**

## Operational by 2014

- **Phase II - Sand Lake Road to Poinciana south of Kissimmee, and north from DeBary to DeLand - 30 miles**

## Operational by 2016







# Additional Information

## ■ Stations

- 12 stations planned for Phase I
- 17 stations proposed at build-out
- At-grade stations with pedestrian connections
- Two intermodal centers at Lynx Central Station in downtown Orlando and in the Sand Lake Road area
- Enhanced bus and other transportation services at station stops
- Station amenities will be constructed with grant funding provided to the 4 Cities
- 12 park-and-ride lots in outlying areas
- Park-and-ride lots no cost to user

## ■ Operating Plan

- 30-minute peak service in each direction 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 in each direction
- Maintenance facilities located in the Sanford area
- Average speed of 45 miles per hour
- Up to 3-car train set, plus a locomotive



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# Amenities



- Restroom facilities on all trains
- Wireless Internet connectivity
- Luggage and bicycle accommodations
- Double-decker trains
- Environmentally friendly







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# Freight Changes



- FDOT acquired 61.5 miles of the CSX “A” line for 173 million
- FDOT is funding 318 million in improvements to the “S” line including several grade separated crossings
- In Seminole County - removes 9 daily trains from the “A” line to the “S” line
- Exclusive SunRail use for 12 hours daily, exclusive freight for 5 hours and mixed use for the remaining 7 hours





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# Gate Down Times

## Crossing Gate Down Times







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# Travel Times





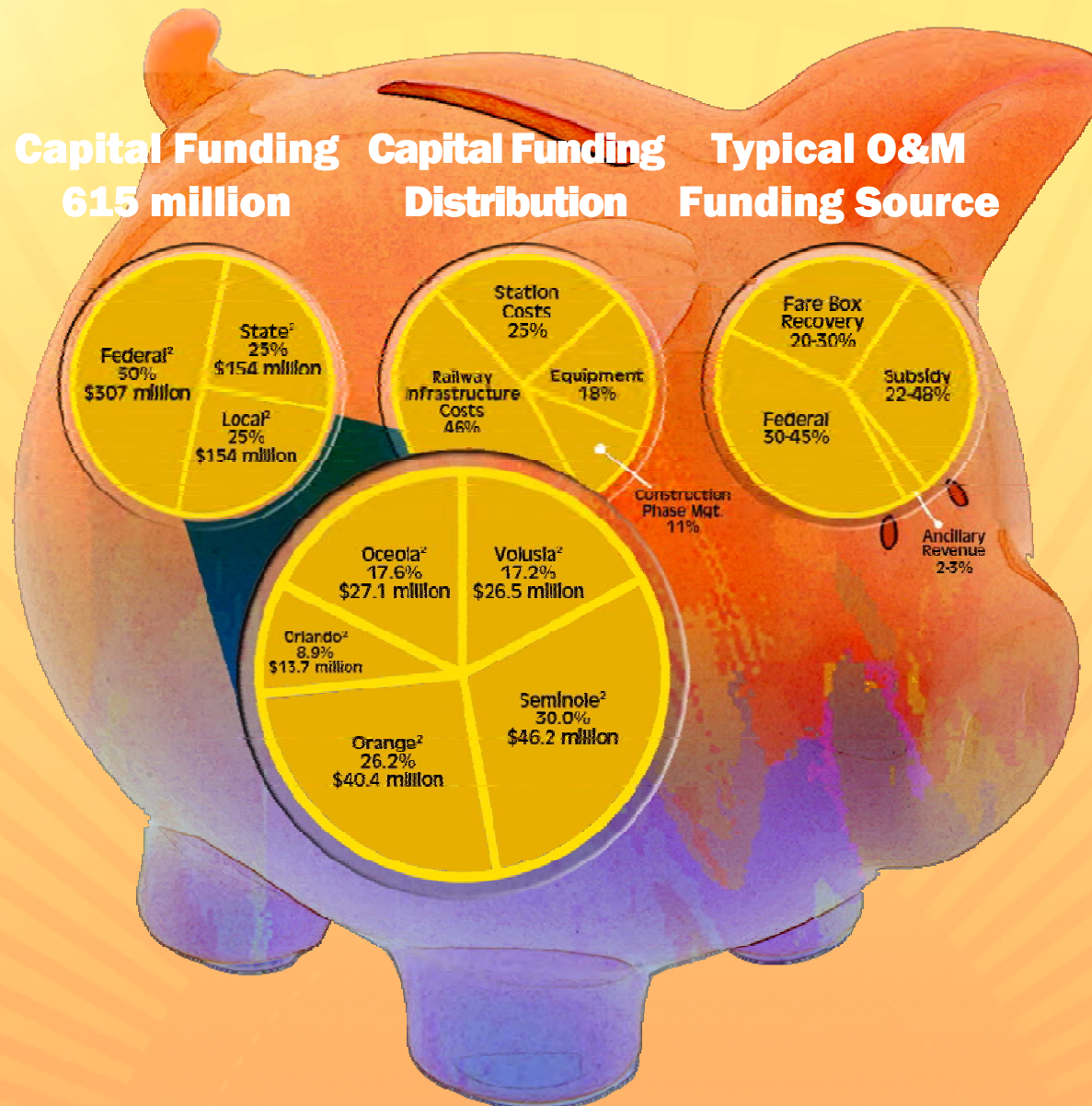
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# Project Costs

**Capital Funding  
615 million**

**Capital Funding  
Distribution**

**Typical O&M  
Funding Source**







# Summary of Funding

## **Total County Capital Commitment = \$46.2 million**

- \$763,000 paid to FDOT in September 2007 for Preliminary Engineering
- \$7,700,000 paid to FDOT in October 2007 for Right-of-Way Acquisition of Stations
- \$1,823,000 paid to FDOT in December 2007 for Final Design
- \$29,960,000 paid to FDOT in July 2011 for the construction of the tracks and for vehicles
- \$5,954,000 payment for FDOT for the station construction and ticket vending machine contracts is in process
- The County has approximately \$3,000,000 in additional contingency available in the current budget



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# Project Update

## Federal Transit Administration

- Phase I FFGA signed July 18, 2011 at Florida Hospital ceremonies hosted by the City of Orlando





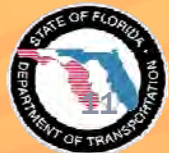


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# Project Update

## CSX Transportation

- Signed Dispatching Services Agreement and Orientation Services Agreement on July 25, 2011
- Corridor takeover training occurring currently (August 22, 2011)
- Final closing anticipated for October/November 2011
- FDOT assumes maintenance and operations responsibilities for the SunRail corridor





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# Project Update

## Federal Railroad Administration

- **Safety and Security Briefings underway**
  - **Seminole County scheduled for September 29th**
- **Meeting regularly with FRA designees to review and revise documents required for takeover**

## Amtrak

- **Signed Operating Agreements with Amtrak and FCEN on July 12, 2011**
- **Working through details of Contractual Services Agreement**







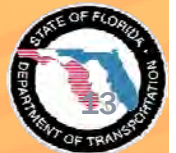
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# Project Update

## Procurement

- **DBM – NTP issued July 5**
  - Maintenance Mobilization along the corridor
  - Finish up design of track and signal work
- **CEI – NTP issued July 22**
  - HNTB authorized to begin construction oversight services
- **Locomotives – NTP issued July 6**
  - Motive Power begins work on the design and manufacture of SunRail locomotives
- **Coaches/Cab Cars – NTP issued July 14**
  - Bombardier begins design and construction of coaches and cab cars





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# Project Update

## Procurement (Cont'd)



### ■ Insurance Broker Services

- Advertised July 21
- Awarded August 8 to Arthur J. Gallagher Risk Management Services, Inc.

### ■ Fare Collection Systems

- Posted for Industry Review July 21-August 5
- Expected advertisement mid-September

### ■ Public Involvement/Marketing

- Advertised in early September





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# Project Update

## Procurement (Cont'd)

- **Station Finishes Contracts**
  - Expected advertisement late Fall 2011
    - DeBary, Sanford, Lake Mary, Altamonte Springs, Florida Hospital, LYNX and Orlando Amtrak
  - Expected advertisement Spring 2012
    - Longwood, Maitland, Winter Park, Church Street, Sand Lake Road
- **Operations and Maintenance**
  - Expected advertisement early 2012







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# Summary of Agreements

## ■ Interlocal Funding Agreement

- Original agreement executed by the BCC on 7/24/2007
- Established County's capital share of \$46.2 million
- Established O/M costs after the first 7 years
- The amendment approved on 6/8/2010 by the BCC eliminated the local funding requirement for the Fixed Guideway Bond

## ■ Interlocal Governance Agreement

- Original agreement executed by BCC on 7/24/2007
- Established Central Florida Commuter Rail Commission and Technical and Customer Advisory Committees
- Gave the right to develop stations to local governments



# Summary of Agreements (Cont'd)

## ■ Interlocal Operating Agreement

- The agreement is between FDOT and the Central Florida Commuter Rail Commission but the original agreement and amendments were approved by resolution by the BCC
- Established the project management and operating duties of FDOT for the project
- Set the operating hours and fare policies
- Allows for expanded service for special events, etc.

## ■ Joint Use Agreement

- Agreement with FDOT executed by the BCC on 1/11/2011
- Establishes maintenance/housekeeping criteria for the stations (with the exception of the platform itself)
- Federal Earmark Grants will be distributed to Cities by way of JPA's with FDOT



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# Supportive Land Use

Transit Oriented  
Development (TOD)

## ■ What is TOD?

- TOD is defined as more compact development within easy walking distance of transit stations (typically a quarter mile) that contains a mix of uses such as housing, jobs, shops, restaurants, schools, and entertainment.

## ■ What are the benefits of TOD?

- Increases “location efficiency” so people can walk, bike and take transit;
- Boosts transit ridership and minimizes the impacts of traffic;
- Enables a variety of housing, jobs, shopping and recreational choices;
- Can be achieved through either an overlay district or a land use; and
- ULI: “... compact development does not imply high rise or...high density, but...higher average densities...and a mix of uses... Important as density is, it is no more fundamental than...mix of uses.”

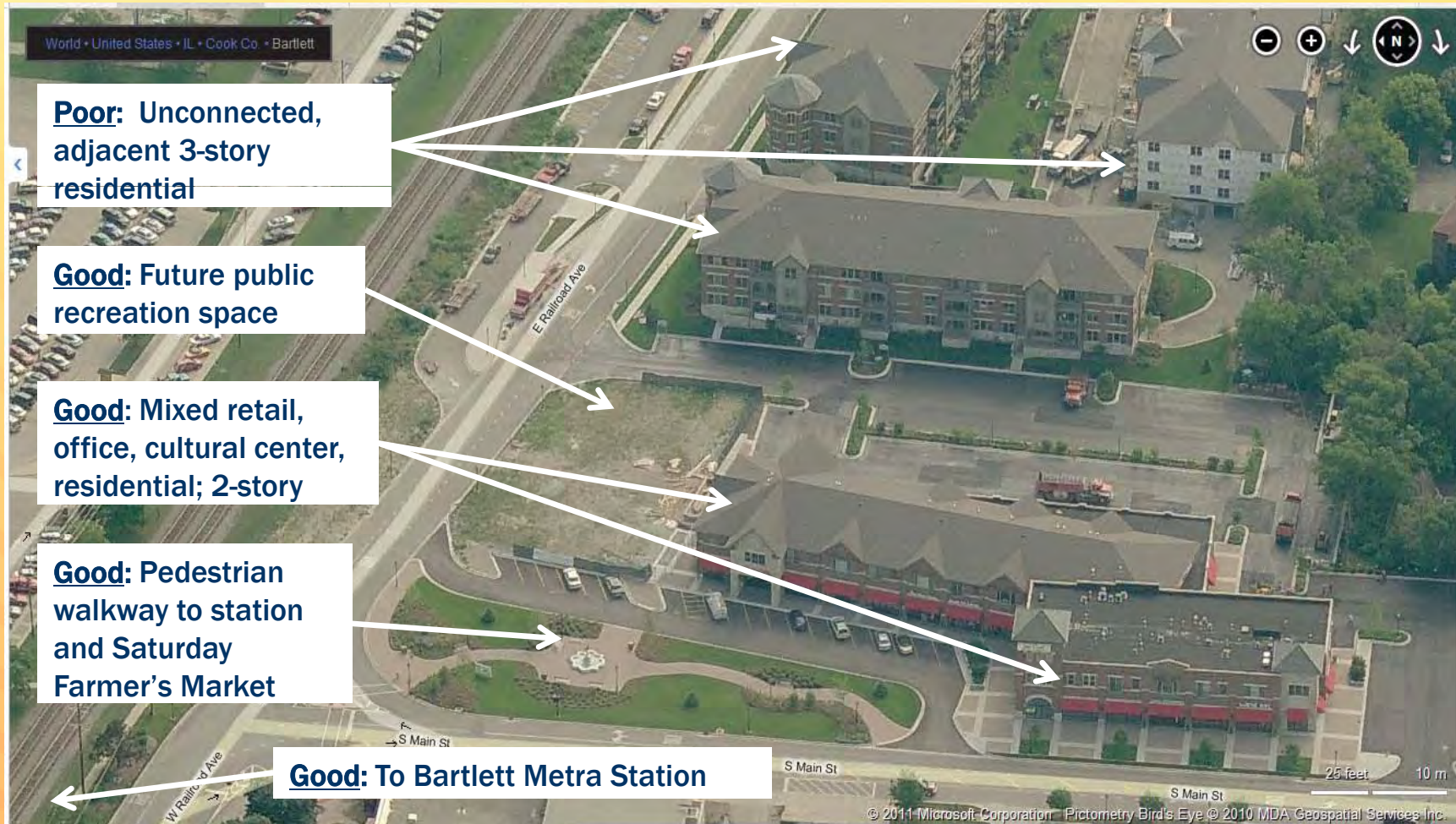




## TOD EXAMPLE: *Bartlett Town Center at Metra Station, west of Chicago*

**Good TOD:** Combines vertical mixed use with public space and pedestrian access to rail station.

**Poor TOD:** Main residential is adjacent, not spatially integrated nor connected internally to the mixed retail/office. Parking at suburban levels, reducing potential retail and residential space.



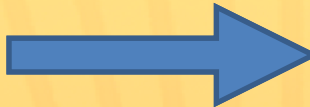


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# Progress to Date: Seminole County

Board adopted an “Energy Conservation Overlay District” covering the SunRail stations which allows for “TOD” type development featuring:

Increased density/intensity for  
‘transit friendly’ development  
*without requiring a  
land use change*



Mixed use *without  
requiring a land  
use change*





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## Progress to Date: Seminole Cities

- Sanford has prepared a TOD and Station Area Land Use plan; townhouses to north will have pedestrian access to station platform.
- Lake Mary has prepared a master plan and Longwood is pursuing planning efforts; both have private sector interest in development adjacent to the station platforms.
- Altamonte Springs and Casselberry Tiger III proposed grant application for a LYNX FlexBus service area, including Longwood & Maitland, to improve connectivity between the SunRail/LYNX station and surrounding homes, jobs, retail/service destinations.

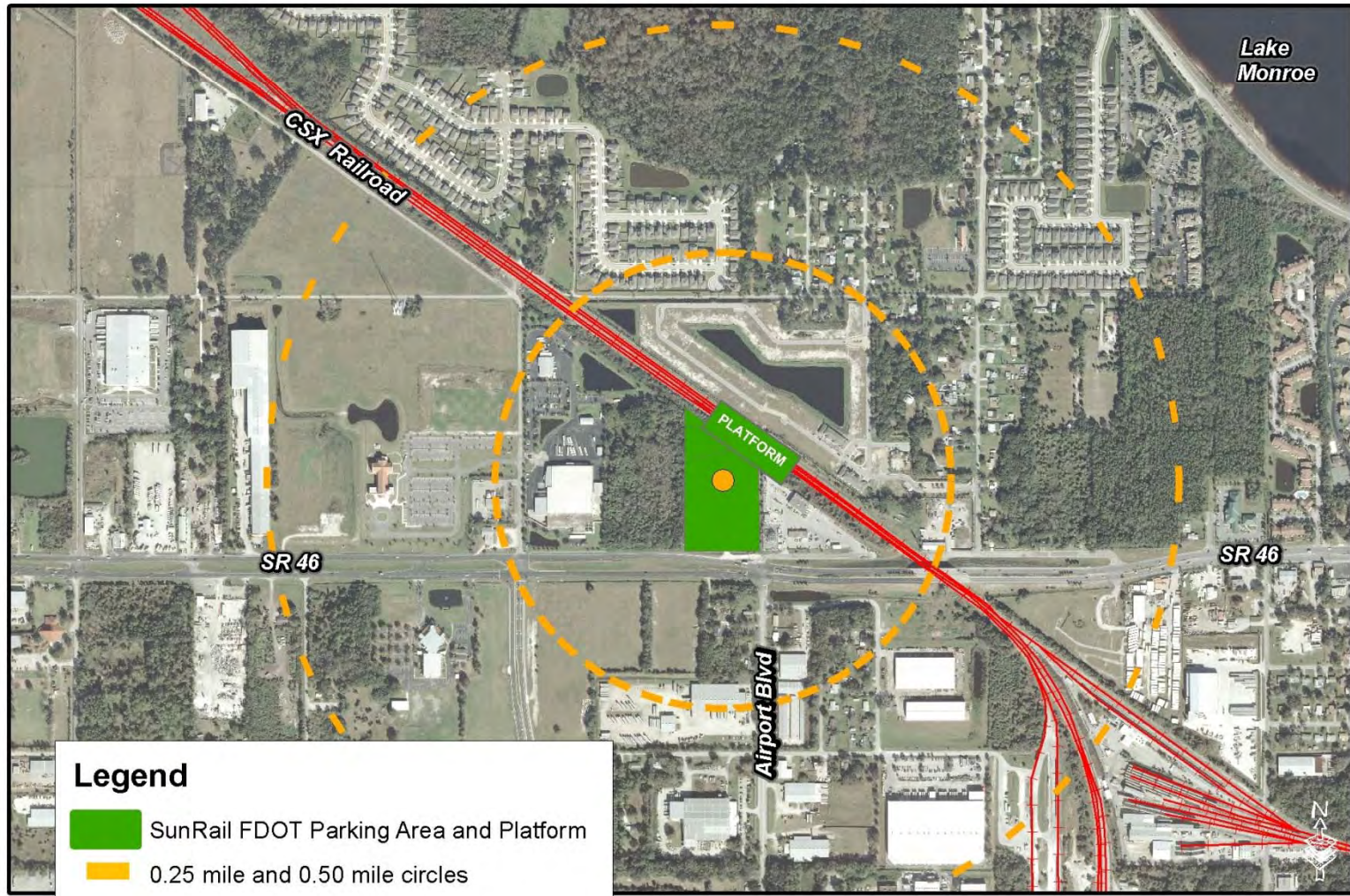






# Sanford Stop

Station area and adjacent land is unincorporated. Opportunity for growth given significant City & County vacant land in area. Goal of maximizing connectivity to existing housing north of station, the mall, the waterfront and downtown.



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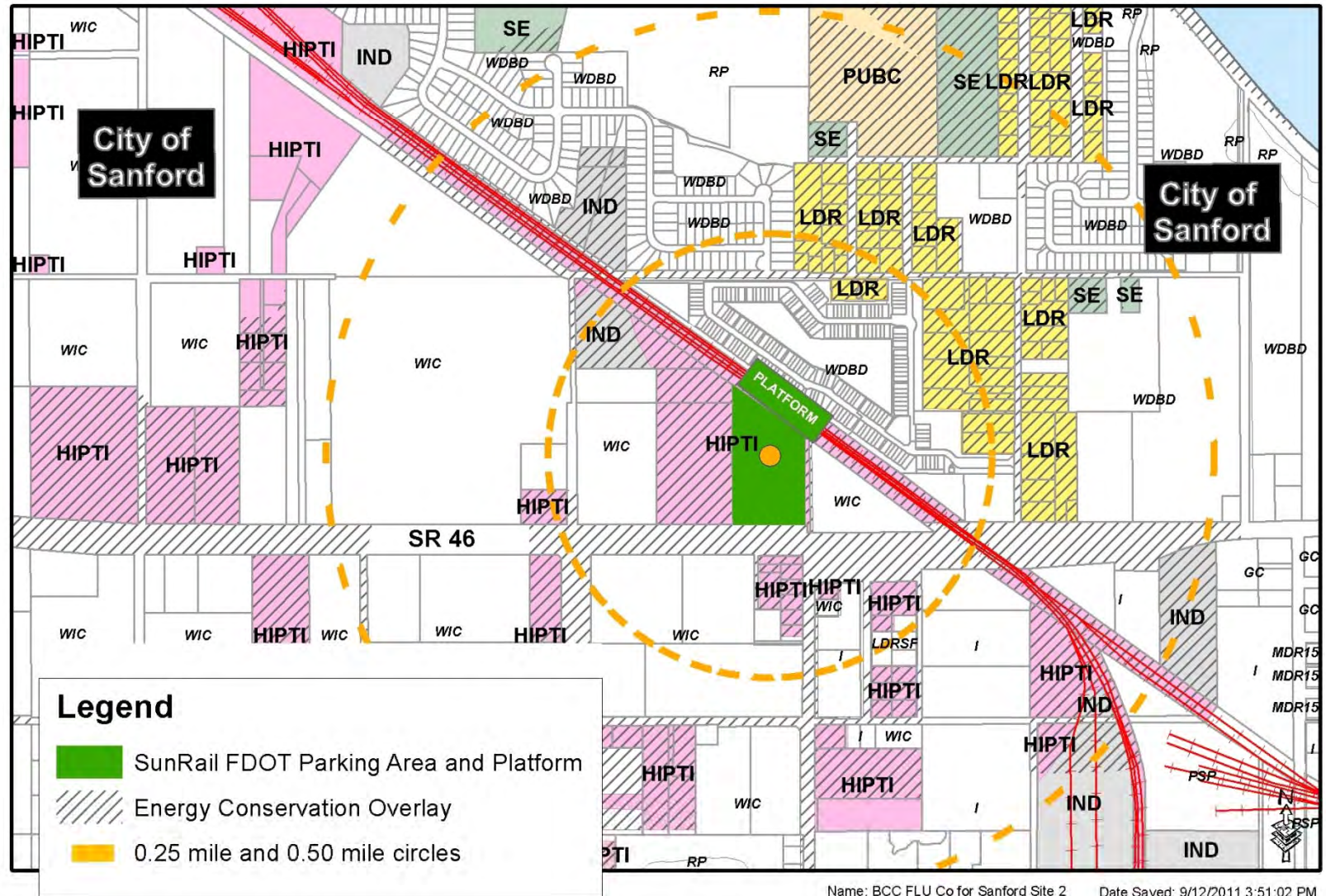




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# Sanford Stop

County/City FLU and Energy Overlay







# Lake Mary Stop

Station area is incorporated; considering RFP for Master Plan. Opportunity for private sector station shops on the north side. Working with LYNX to connect riders to employment areas such as Heathrow.



## Legend

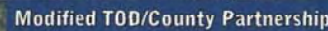
- SunRail FDOT Parking Area and Platform
- 0.25 mile and 0.50 mile circles

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## Master Vision Plan C



- |                                    |   |   |                          |
|------------------------------------|---|---|--------------------------|
| 1 Commercial/Mixed-Use             | 5 Lake Mary Institute/Strategic Partnership | 9 Aquatic & Multi-Arts/Multi-Use Community Center | 13 Lake Mary Cemetery    |
| 2 Mixed-Use Commercial/Residential | 6 Parking Garage                            | 10 Lake Mary City Hall                            | 14 History Center        |
| 3 Village Row Houses               | 7 Lake Mary Police Station                  | 11 Religious                                      | 15 Amphitheater          |
| 4 Live-Work Homes                  | 8 Lake Mary Fire Station                    | 12 Residential                                    | 16 Commuter Rail Station |
|                                    |   |   | - - - - Modified         |



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# Longwood Stop

Station area and parking are incorporated. Opportunity for a Heritage Village Redevelopment Strategy including a CRA; strong private development interest. City is planning an amphitheater within  $\frac{1}{4}$  mile walk of station making Longwood a regional destination.







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# Longwood Stop

City Plan

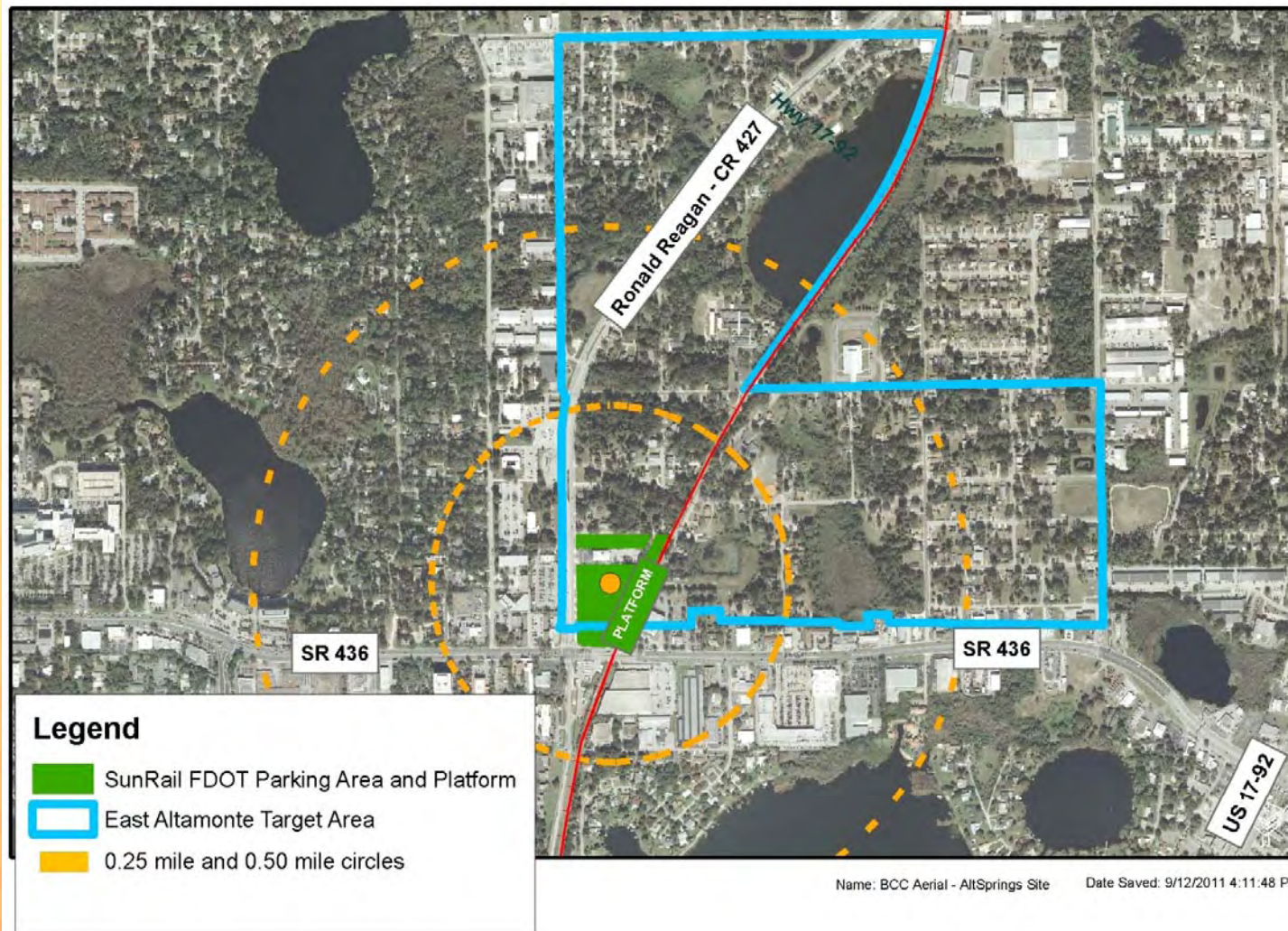






# Altamonte Stop

Station area is both incorporated and unincorporated. Opportunity for Flexbus service with other cities being explored; LYNX will create a Super Stop. Challenges include accommodating the goals of the City's East Town Center, the SunRail station and the unincorporated neighborhood to the northeast which wants jobs but not density.





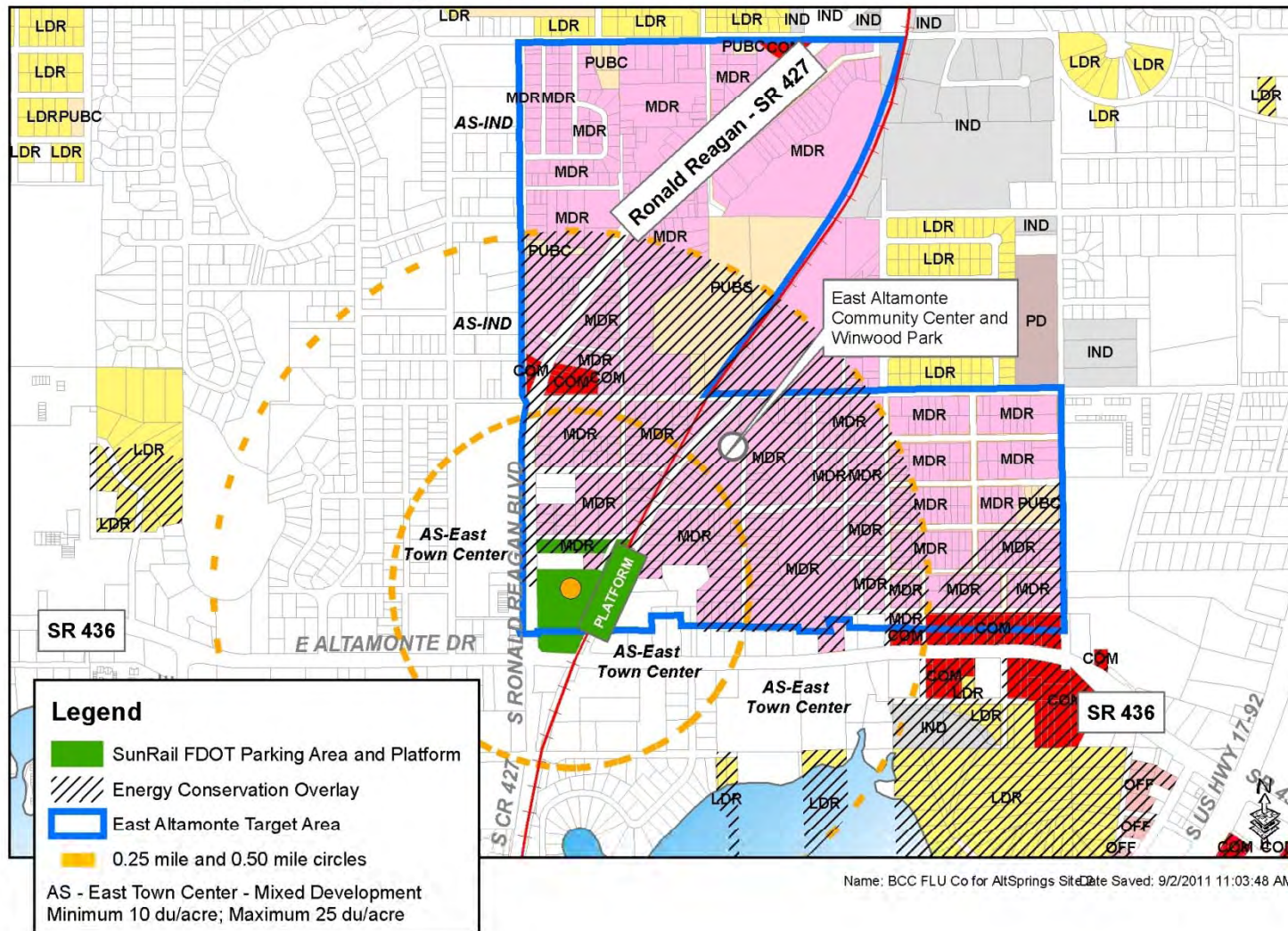


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# Altamonte Stop

## Co/City Future Land Use and Energy Overlay

### SunRail Stop -- Alt Springs COUNTY FUTURE LAND USE and ENERGY OVERLAY





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# Issues and Next Steps

- **BCC to authorize staff to assemble Working Group.**
- ***Possible members:***
  - Cities
  - Chambers of Commerce
  - Banks, funding institutions
  - LYNX/FDOT
  - Property owners/stakeholders
  - Development/Economic Development agents





# Issues for Working Group:

Short Term/  
Long Term

- **SHORT TERM - Identify plans for stop and parking areas**
  - Build stations with leasable space?
  - Build parking structures with leasable space?
  - Other revenue generation? (ads, name rights, etc.)
  - Tweak LYNX service to increase rider accessibility?
  - Transit Oriented Development – TOD. Make use of adopted TOD/ECO overlay or create a separate TOD future land use?
- **LONG TERM - Identify plans for surrounding areas**
  - TOD - type redevelopment?
  - Pedestrian amenities to connect existing areas to stops?
  - Improve local streets/sidewalks?
  - Continue planning with LYNX.





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# Issues for Working Group

**Possible  
Agreements**

## ■ **COUNTY:**

- Continue with ECO overlay or change to mandatory TOD land use?
- Seek private partners to build stations, parking structures w leasable space?
- Consider incentives to businesses (tax abatement, other?)
- Agreements with private developers building near Lake Mary, Longwood stops?

## ■ **INTERLOCAL AGREEMENTS with CITIES:**

- Allowable uses on stop sites, parking areas, land use on surrounding areas?



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# Where Do We Go From Here?

- Need to execute housekeeping /station maintenance interlocal agreements with the four Cities with stations
- Need to finalize safety and security plan
- Working on Quiet Zone review and analysis
- Decide on potential RFP for TOD developments of station property – could or could not include site vendors as well
- Need to establish staff point of contact when the system becomes operational





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# Close

## Board Comments, Questions, Direction?