Seminole County
Board Worksession
September 27, 2011
Alignment

- **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
**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
Amenities

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

Capital Funding
615 million

Capital Funding Distribution

Typical O&M Funding Source

Funding Source

Distribution

Federal
22%
$307 million

State
23%
$154 million

Local
25%
$154 million

Orlando
26%
$27.1 million

Volusia
17%
$26.5 million

Seminole
30%
$46.2 million

Construction Phase 3
11%

Subsidy
22%

Construction Phase 4

Fare Box Recovery
20%

Auxiliary Revenue
25%
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
Project Update

Federal Transit Administration

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

- **Poor:** Unconnected, adjacent 3-story residential
- **Good:** Future public recreation space
- **Good:** Mixed retail, office, cultural center, residential; 2-story
- **Good:** Pedestrian walkway to station and Saturday Farmer’s Market
- **Good:** To Bartlett Metra Station

![Image of Bartlett Town Center at Metra Station with annotations]

[FDOT - Sanford TOD Animation.wmv](#)
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
**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.
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.
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.
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 ¼ mile walk of station making Longwood a regional destination.
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.
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 - 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.
Issues for Working Group

**COUNTY:**
- Continue with ECO overlay or change to mandatory TOD land use?
- Seek private partners to build stations, parking structures with 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?
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
Board
Comments, Questions, Direction?