



## TIGER II Planning Grant Application Application for Federal Assistance (SF-424)

### V. Application Review Information

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#### 1. Purpose and Outcomes

The TIGER II Planning Grant will fund planning activities associated with an Alternatives Analysis for the Orlando International Airport (OIA) Connector, a proposed multi-modal transit system intended to provide system linkage with the Central Florida Commuter Rail Transit (SunRail) and Florida High Speed Rail (HSR) projects, as well as expansion of bus services to support the system.

The OIA Connector study is a refresh and expansion of the original OIA Connector Alternatives Analysis completed by the Florida Department of Transportation (FDOT) in 2005. With the pending implementation of both SunRail and High Speed Rail from Tampa to Orlando, a refresh and expansion of the OIA Connector is necessary to:

- Accommodate future transportation demands with an integrated multi-modal system providing seamless rail and bus connections between SunRail and High Speed Rail to serve communities, retail, office and commercial development in the study area;
- Promote affordable housing, particularly with the planned development of a mixed-use Medical City complex at the Project's eastern terminus;
- Enhance economic competitiveness by supporting the region's tourism-based economy at the Orange County Convention Center and International Drive (I-Drive) tourism corridor, as well as emerging bio-tech and health care industries within the corridor study area;
- Support existing communities by investing in regional transportation priorities established by METROPLAN ORLANDO, the MPO for Orange, Osceola and Seminole counties;
- Coordinate with, and leverage principles of sustainable growth developed by local leaders, *myregion.org* and the East Central Florida Regional Planning Council (ECFRPC) to guide future development around transit corridors in the region; and
- Value communities and neighborhoods with improved transit connections, pollutant reductions, pedestrian connections, enhanced public safety and new economic opportunities.

The limits of the OIA Connector would extend from the I-Drive Corridor to Orlando International Airport and continue to the Lake Nona – Medical City area in southeast Orange County, Florida. Potential alternatives along Osceola Parkway in Osceola County also will be assessed to connect SunRail and HSR. The proposed connection to SunRail (which is currently in Final Design and anticipates a Full Funding Grant Agreement from the Federal Transit Administration (FTA) in Winter 2010) will occur at, or just south of, the Sand Lake Road station and/or the Osceola Parkway station. The OIA Connector will connect to the Tampa-Orlando segment of HSR at the Orange County Convention Center and/or at OIA. The HSR project received its Record of Decision from the Federal Railroad Administration (FRA) in May 2010 and is moving forward with right-of-way acquisition and 30 percent design.

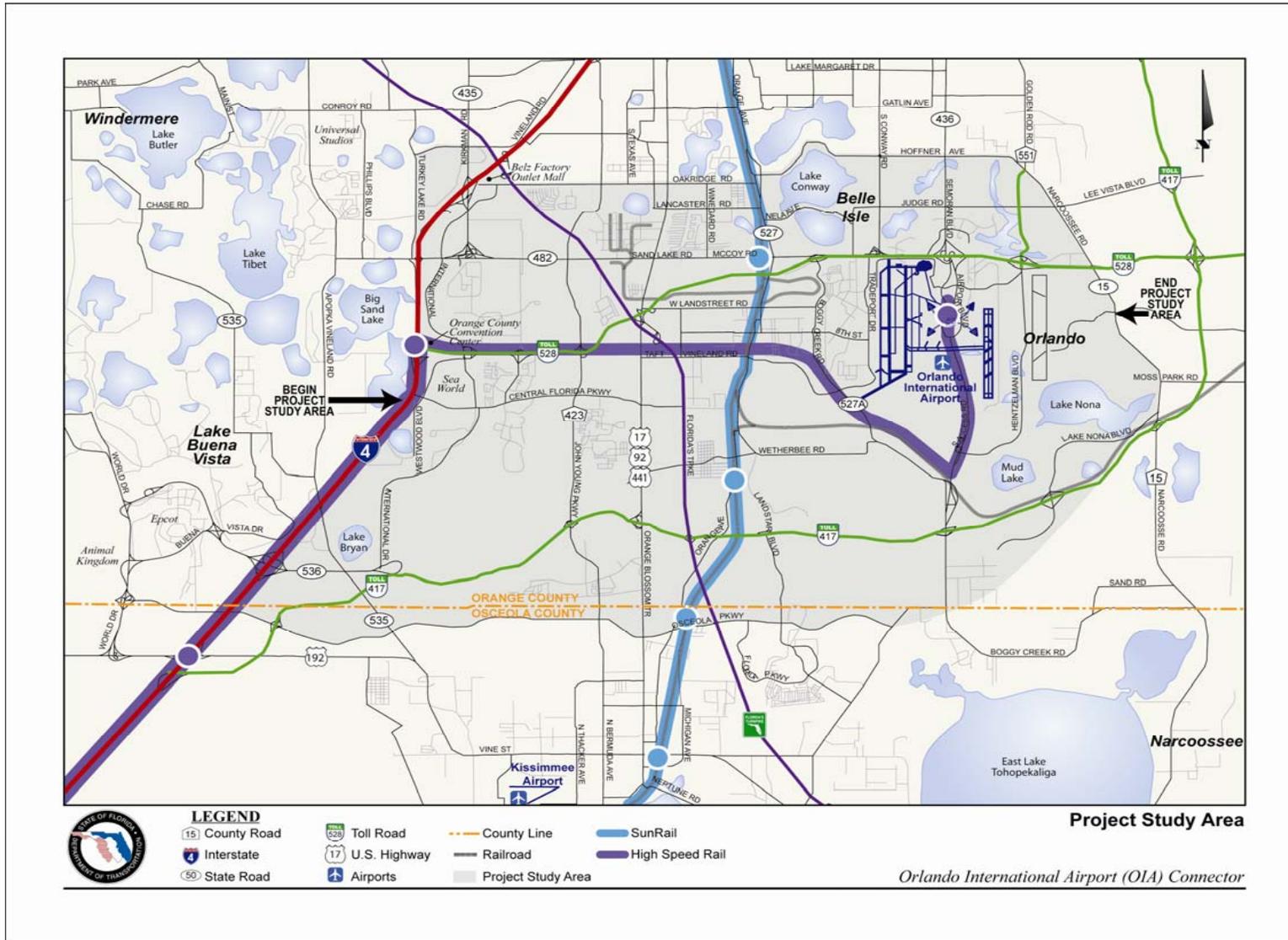
A map of the OIA Connector Study Area and the planned alignments for the Tampa-Orlando segment of HSR and SunRail is provided in **Figure 1**.

As part of this Alternatives Analysis, future planned developments will be reviewed which are outside the OIA Connector Study Area including Osceola County's Northeast District and Orange County's Innovation Way corridor, extending northeast to the University of Central Florida (UCF), to determine the potential viability for future transit connections.



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**FIGURE 1**





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#### 1.1 Livability Principles

The proposed OIA Connector is a project encouraged to help integrate transit into a community through neighborhood improvements as well as enhance the use of transit and other alternative transportation options. This AA study would help advance a major transit initiative and assist with the following livability principles that serve as the foundation for the DOT-HUD-EPA Partnership for sustainable communities. In addition, these six principles are integrated into the Work Plan that is described further in this attachment and will be used as benchmarks throughout the Alternatives Analysis process to help decision makers reach an Locally Preferred Alternative (LPA).

**1.1.1 Provide More Transportation Choices:** Transportation improvements are needed to alleviate travel-related problems and to meet travel demands resulting from growth in population and employment. Improvements, current and proposed, to the bus and highway systems alone cannot accommodate future demand, nor will the improvements fully provide the mobility options inherent in a multi-modal system. Even with implementation of the proposed bus expansion and highway improvements in the corridor, deficient levels of service will result on most of the arterial roadways in the corridor.

However, through implementation of the OIA Connector in conjunction with planned bus and roadway improvements, the capacity and mobility options necessary to accommodate future growth effectively can be achieved. The proposed Project is intended to improve mobility and transit accessibility in a rapidly growing and already congested area. Introducing a diversified, high quality multi-modal transportation system will maximize transit ridership and the reliability of transit service; minimize travel times on currently burdened roadways; and provide stations near major employment centers and activity centers including: the I-Drive Corridor which is characterized by tourist attractions, hotels and resorts, and other tourist related activities. This includes the Orange County Convention Center, the second largest public facility in the United States; Florida Mall, a major shopping destination for foreign visitors; OIA, the second busiest airport in the state of Florida; and Lake Nona – Medical City area which is emerging as a biomedical research and educational hub to include the UCF College of Medicine, the Burnham Institute for Medical Research, a Veterans Affairs Medical Center, Nemours Children's Hospital and a University of Florida Lake Nona Research & Academic Center.

The Project would further national priorities to reduce dependence on foreign oil imports, improve public health, reduce greenhouse gas emissions and decrease household transportation costs. For example, current public transportation usage in the U.S. reduces gasoline consumption by 1.4 billion gallons each year, which means 34 fewer supertankers leaving the Middle East each year. Consider, as well, that vehicles emit 0.96 pounds of CO<sub>2</sub> per passenger mile, compared to the transit average of .45 pounds. If just one driver per household switched to taking public transportation for a daily commute of 10 miles each way, this would save 4,627 pounds of carbon dioxide per household per year – equivalent to an 8.1% reduction in the annual carbon footprint of a typical American household, according to a January 2010 study by the FTA. Improved air quality, in turn, improves public health particularly with regard to respiratory-related ailments. Similarly, a two-adult household with one car (instead of two) would save an average of \$6,251 a year, more than the amount an average U.S. household spent on food in 2004.

**1.1.2 Promote Equitable, Affordable Housing:** As already evidenced by the SunRail system, transit-oriented development is a key component to improving and promoting equitable, affordable housing along fixed-guideway transit corridors. Transit investments are being used as a catalyst to reshape communities. Concentrating density and mixed use development at transit stations not only yields substantial transportation benefits, but also provides new housing opportunities for both current and future residents. Affordable housing investments at SunRail stations include:



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- “Creative Village” in the City of Orlando – This new mixed used transit-oriented project would redevelop the largely low-income Parramore neighborhood adjacent to the SunRail LYNX Central Station. The “Creative Village” concept includes 1,200 to 1,500 mixed-income, mixed-use residential units, in addition to office, hotel, educational, retail and commercial facilities.
- Longwood – Planned transit-oriented development proposes a mixed-use development that includes affordable housing immediately adjacent to the station stop, as well as a low-income senior housing center within a quarter-mile of the Longwood station stop.
- Riverview Town Homes in Sanford – The SunRail station in Sanford will provide direct access to this new town home development immediately adjacent to the station stop.

The same redevelopment opportunities for affordable housing exist for stations along the proposed OIA Connector study area. The goal is to formulate a realistic land use forecast that will demonstrate: lower Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), reduced suburban sprawl, and use of the regional investment in rail transit to the best advantage. To achieve these goals, the study will emphasize compact development, infill and redevelopment, mixing land uses, improved jobs to housing balance within compact urban travel sheds and configurations that support multi-modal transportation.

**1.1.3 Enhance Economic Competitiveness:** Tourism drives Orlando’s service sector, and the service sector of Orlando is its economic engine. Employing more than 60 percent of all workers, the service sector is the largest major source of jobs, and a key element in Orlando’s prosperity. The OIA Connector Study Area has almost 18 percent of the region’s jobs. Of those jobs, 60 percent are in the service sector. By 2025, the study area will have more than 23 percent of the jobs in Orange County and more than 161,000 of those jobs will be in the service sector.

Maintaining the health of the tourist industry is a regional imperative. Preserving and improving access to OIA, the international gateway to Central Florida, and International Drive, which boasts one of the largest concentrations of tourist venues in the country, is important to sustain and grow Orange County’s tourism industry. In addition, transit access to existing and proposed employment centers (i.e., Burnham Institute, the UCF Medical School, Nemours Children’s Hospital, Veteran Affairs Medical Center) in the Lake Nona – Medical City area is just as critical to diversify and bolster the region’s economy.

Not only will the Project promote infill and new development opportunities along the proposed transit corridor, it also has the potential to create jobs, specifically in the construction sector. Mobility is an important factor to consider and is critical to promoting economic competitiveness because it has the opportunity to expand businesses’ access to labor markets and commuters’ access to the jobs. Orlando’s ability to attract business is directly related to that business’ ability to access a qualified pool of employees. The labor pool shrinks if the commute is unbearable or highly variable. Conversely, it expands when reliable, efficient and well-connected transportation options are provided. As part of this study, an analysis will be performed to quantify the economic benefits the Project will have on the region.

**1.1.4 Support Existing Communities:** For nearly two decades, the proposed corridor has been considered an integral part of Central Florida’s transit future. Several studies have been completed to better define the corridor’s potential. Most recently, the OIA Connector Alternatives Analysis was prepared in 2005 to identify a recommended LPA for a light rail transit system that would extend from the I-Drive Corridor to OIA. That study is now being revisited and expanded further east to connect to the Lake Nona – Medical City area. Potential alternatives along Osceola Parkway in Osceola County also will be assessed to connect SunRail to HSR. The expanded corridor forms the basis of this Alternatives Analysis.



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The OIA Connector was identified by METROPLAN ORLANDO, the MPO for Orange, Seminole and Osceola counties, as the second highest priority transit project next to SunRail. The corridor is included in METROPLAN ORLANDO's 2030 Long Range Transportation Plan.

The corridor study further supports existing communities by providing greater connectivity to the greater Orlando economic base, enhanced growth management controls with transit-oriented development around station stops, new job opportunities for residents (particularly in southeast Orange County, where transit options are limited), and improved economic development opportunities throughout the study corridor.

**1.1.5 Coordinate Policies and Leverage Investment:** For more than a decade, the Central Florida community has been pro-actively engaged in coordinating policies for future growth and development. In 1999, local community and business leaders established *myregion.org*, a not-for-profit agency that advocates regional collaboration in the development of growth strategies. *myregion.org* goals include the promotion of regional thinking so that Central Florida can respond effectively and efficiently to the demands of the global marketplace; develop a common knowledge base of community assets across the seven-county region to address critical challenges and visualize opportunities for the future; and build consensus to provide a comprehensive understanding of the competitive realities facing the region and the need for integrated thinking and regional action.

An integral part of that ongoing effort has focused on the development of a mature transit network to promote infill development, prevent urban sprawl, protect natural resources, and develop a sustainable future for the region. The four guiding principles developed by *myregion.org* include:

- Conservation – Establish a “Green Areas” conservation footprint;
- Countryside – Preserve countryside outside of centers;
- Centers – Promote growth in current city, town or village centers and encourage development of additional population centers to counter urban sprawl; and
- Corridors – Connect centers with a balance of roads, light rail, streetcars and buses planned by county transportation planners cooperating regionally.

The “4 Cs” have been adopted and incorporated into the Long Range Transportation Plan of METROPLAN ORLANDO to guide future transportation planning principles, coordinate policies and leverage current and future transportation investments.

This Project will assist with leveraging the region's investment in the SunRail Project as well as the Tampa to Orlando segment of HSR. The OIA Connector is about connecting these great new transportation assets and making them more functional and connected.

**1.1.6 Value Communities and Neighborhoods:** Communities and neighborhoods in the study area will be enhanced with improved transit connections to Central Florida activity centers, increased pedestrian corridors, and reduced reliance on automobiles for travel, vehicle congestion in the study corridor and greenhouse gas emissions. Improved transportation options also would be provided to those who cannot travel via automobile for economic, social and/or health reasons. The phrase “Active Transportation” is an emerging concept for more health-promoting transportation investments. Active transportation systems connect the places where people live, learn, work, shop, and play by providing safe and convenient walking and bicycling facilities, which are key components of Transit-Oriented Development (TOD). The safety of all road users can increase as more people choose active transportation.

TOD in the study area discourages urban sprawl in outlying areas, adding to the local tax base with new in-fill development without further stressing existing community services. Transit options also reduce pollutants and improve air quality and public health; enhance public safety due to fewer vehicles on the



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road and fewer accidents; and provide new economic opportunities for existing communities and neighborhoods.

The OIA Connector would serve the existing Florida Mall SuperStop operated by LYNX, the region's bus transit agency; LYNX's OIA Transfer Center; and the existing Destination Parkway Transit SuperStop. This stop is currently used by both LYNX and the I-Ride Trolley (which provides localized transit service to the I-Drive area). In addition, LYNX also provides frequent service to the I-Drive Corridor, including the Orange County Convention Center, and other transit connections in the region.

The choice of the type of transit, the route it takes, and the development patterns and densities along those routes are critical to developing ridership and making transit work.

**1.1.7 Outcomes:** FDOT will include the following outcomes that it will pursue and report on during the period of performance:

- Travel changes will be identified to quantify changes in mode share and vehicle miles traveled per capita.
- Economic development, more specifically transit-oriented development in and around potential station stops, will be studied to identify existing and potential future land-use.
- Improved infrastructure will be identified and analyzed as part of the study.
- Environmental benefits will be examined to help identify an LPA.

## 2. Work Plan

A Work Plan for the proposed OIA Connector has been developed to describe the scope of work in connection with the Alternatives Analysis and Environmental Studies necessary to comply with FTA requirements and lead to the identification of an LPA for a multi-modal rail system from the I-Drive Corridor to OIA and ultimately to the Lake Nona – Medical City area. This Alternatives Analysis is being conducted in coordination and consultation with METROPLAN ORLANDO, the City of Orlando, Orange County, and Osceola County and other community stakeholders. The study is a refresh and expansion of the original OIA Connector Alternatives Analysis that was completed by the Department in 2005, and will be performed by a qualified Consultant hired by the Department.

The results of the Alternatives Analysis will be the identification of an LPA, which can then be evaluated as part of the National Environmental Policy Act (NEPA) phase of project development. The Alternatives Analysis and environmental phases of project development will fulfill the requirements of the FDOT's Project Development and Environment (PD&E) Manual and the State of Florida's environmental policies, and FTA requirements concerning the assessment of the environmental impacts of major projects. The Alternatives Analysis also will incorporate each of the six livability principles into the study matrix to help ascertain an LPA.

The primary objectives of the study are to:

- Assess community consensus, financial and policy support for the transit improvement alternative best able to meet the current and future needs of a connector from the I-Drive Corridor to OIA and continuing to the Lake Nona – Medical City area, and along Osceola Parkway.
- Satisfy the formal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)/Federal Transit Act 49 USC 5300 (Rule [49 USC 5309 – New Starts Criteria]) to obtain approval from the FTA, so the chosen alternative can quickly proceed into the next phase of development and be eligible for federal funding.



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This Project will be coordinated with the on-going SunRail Project, the Regional Transit System Modeling Consultant, the HSR Project, and any ongoing and/or planned projects that may affect this study. Coordination will occur with local governmental entities to ensure design and right of way requirements for the Project are compatible with local public works improvements and right of way activities; and with a wide array of stakeholders in keeping with the six livability principles.

**2.1 Public Involvement:** A Public Involvement Plan will be submitted that contains a description of the public involvement activities planned and a schedule for such. In addition to public involvement data collection, responses will be prepared for any public inquiries. Advance Notification also will be submitted during the state of Florida's Efficient Transportation Decision-Making (ETDM) Programming Screening Event, which defines procedures for planning transportation projects, conducting environmental reviews and developing and permitting projects, and recorded in the Environmental Screening Tool (EST) and the Programming Screening Report.

A Scoping Meeting will be held and a Scoping Report summarizing the activities will be prepared. Additional public meetings, community outreach briefings and Project presentations will be held, as well.

A Project Advisory Group (PAG) will be established to provide technical and administrative guidance to the study, consisting of representatives from the local agencies, jurisdictions, and local businesses. The PAG will meet monthly. A Comments and Coordination package summarizing all of the public and agency involvement activities in the study will be prepared, including meeting minutes. A Project Web Site will be created and maintained. Materials including a Project schedule with updates, notices, maps/graphics and Project status summaries will be prepared.

**2.2 Engineering Analysis and Reports:** All relevant past transportation and development studies and documents will be reviewed for the Project.

*Data Collection:* Preliminary assessments of the study corridor from an engineering and environmental standpoint will be provided. Data will be collected utilizing field inventories, existing databases, and through public involvement activities. Enough meaningful data will be collected to conduct an engineering and environmental screening of impacts/opportunities that will be used in conjunction with other engineering and environmental factors in evaluating the alignment alternative(s).

Existing parking facilities and restrictions in the vicinity of proposed "walk" access stations (within 3 miles) will be inventoried. Surveys will be conducted to identify on street parking demand and be evaluated to identify the availability of parking and potential overflow impacts adjacent to new stations.

Major existing utilities will be identified and field reviews performed in consultation with utility owners. Existing and proposed railroads, including abandonments, will also be identified that may influence location and design considerations. All existing resources will be reviewed to identify soils and develop a database and corridor base maps that include existing characteristics.

*Needs:* A purpose and needs statement will be developed for the Project. The results of the review of past studies; new transit, traffic, socio-economic, event, and land use and environmental data; and corridor surveys will be documented in an Existing Conditions Report.

*Design Analysis:* Utilizing the data collected as part of this scope of work, an engineering analysis necessary to complete the project development process will be performed. After selection of viable corridor(s), alternate conceptual design alternatives will be developed and analyzed. The development of the design alternatives will consider the desires of the community with respect to landscaping, aesthetics, or other special features. Viable alternatives will be developed in each corridor.



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Different transit technologies will be reviewed that could be appropriate to the study corridor, as it relates to their applicability for a transit system. A matrix will be prepared comparing the characteristics of each mode/technology. Photos of existing and proposed systems will also be obtained. Using aerial mapping, up to four (4) alternate corridors will be developed for the system. Connections should also be addressed. For each alternative, conceptual alignment plans and typical sections will be prepared. Major known utility relocations will be identified, as well as any required roadway/local access modifications. In addition, estimated right-of-way requirements will be identified.

*Identify Station Locations:* The location of the stations and their functions will be identified. Initially, this will involve identifying different station classifications along the corridor, representing different-sized facilities to serve particular areas. A set of station functional requirements will be developed, identifying the basic features to be accommodated at the various sized stations, including platform configuration, passenger amenities such as shelters, benches, telephones, schedule boards, and other features, and station access and circulation elements. A typical concept will be developed for each station classification. Based on the functional requirements and concept developed, a required station “footprint” will be identified for each station classification, and include potential pedestrian connections.

*Identify Vehicle Storage/Maintenance Facility Needs:* The storage and maintenance facility requirements associated with the rail system will be identified. Based on the estimated number of vehicles required to provide revenue service and spare vehicles, and experience with other transit systems, a facility “footprint” will be developed to identify potential locations for this facility for each alternative.

*Conceptual Definition of Alternatives Report:* The alternative corridor, station concept, and vehicle storage/maintenance facility tasks will be summarized in a Conceptual Definition of Alternatives Report.

*Travel Demand, Patronage, and Service Analysis:* The travel demand and patronage analysis for the OIA Connector Alternatives Analysis will be performed by the Regional Transit System Modeling Consultant.

*Develop Preliminary Operating Plans:* A refined set of operating characteristics will be developed for each alternative. This will include service headway and hours of operation. Given the number and spacing of stations for each alternative, average vehicle operating speeds will be identified. Once ridership projections are developed by the Modeling study, required vehicle needs for different times of day and overall revenue and spare vehicle requirements will be identified. The operating characteristics will be summarized in an Operations Plan to include: transit network; routes; headways; operating speeds; station/routing access policies; fare collection methods; impact of each option to existing infrastructure; required track and signal capacity improvements, station, terminal and lay-up yard constraints.

*Financial Analysis:* In coordination with the Regional Transit System Modeling Consultant, the Project’s transportation system user benefit number will be identified and the FTA’s New Starts Report will be developed.

*Operation and Maintenance (O&M) Costs:* The adequacy of any cost models used by regional transit operators will be evaluated with respect to (1) compliance with FTA’s guidelines for resource build-up cost models, (2) validation tests for prior years, and (3) reasonableness tests for future scenarios (e.g., service improvements identified in short range service plans). O&M costs will be estimated for each alternative for the year 2030 by entering the appropriate operating statistics and system characteristics of the alternatives in the analysis year.

The financial analysis will use the operation and maintenance cost estimates and incorporate them into the financial model. In doing so, the financial analysis will emphasize creation of a cash flow model that is transparent and “user friendly” with regard to inflation assumptions and the allocation of operating expenses between direct, overhead/administrative and capitalized costs.



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*Capital Costs:* Capital cost estimates for the year 2030 for each design alternative will be developed. The cost estimate is to be developed using FDOT's long range estimating methodology, where possible. In addition, utilization of capital cost data from similar transit projects in other urban areas, adjusted to local conditions, may also be necessary.

*Prepare Financial Feasibility Analysis of Design Alternatives:* A financial feasibility analysis of the design alternatives will be conducted in accordance with FTA guidelines. The financial analysis will incorporate fare and ridership assumptions generated by the travel demand forecasting model in calculating farebox revenues and estimating the magnitude of operating subsidy requirements over time.

*Roadway Analysis:* The analysis of roadway impacts will consider: Parking elimination along on-street transit segments, particularly in urban areas; operational impacts, such as traffic capacity and delays, of introducing transit traffic into intersections; determination of need for and traffic impact of signal preemption; operational impacts of running transit in mixed flow along public roadways, focusing on capacity and safety issues, especially identification of sight distance impacts on driveways; operational impacts of transit/highway at-grade crossings on safety, capacity, and traffic delay at arterial roadways; operational impacts on existing daily freight train movements; operational impacts (specifically crossing time vs. traffic queuing) associated with increased frequency of highway grade crossings (transit added to rail freight traffic); and bicycle and pedestrian impacts, particularly in relation to the ability to create special, adjunct transportation facilities to support station access by these two modes.

*Geotechnical Investigation and Analysis:* Existing geotechnical data along the project corridor will be obtained and reviewed to determine any problematic subsurface conditions.

*Comparative Analysis of Alternatives:* The FDOT will determine which viable alternative(s) will be evaluated further through the public involvement process and environmental analysis. Each alternative will be evaluated based on a set of criteria developed consistent with the goals and objectives of the Project. A No-Action and Baseline Alternative must be used to evaluate the benefits of a Build Alternative. The criteria will address the following: ridership potential; traffic impacts; travel time; speed; right of way impacts; business impacts; construction impacts; capital costs; operating costs; economic development potential; cost effectiveness; connectivity; environmental screening/fatal flaw analysis; existing and future development; and transit supportive development potential.

*Comparative Analysis and Evaluation Matrix:* After developing the viable alternatives and costs, a matrix will be prepared comparing the impacts and costs of the alternatives evaluated, with a recommendation of the most viable alternative(s).

*Selection of Locally Preferred Alternative(s):* A Locally Preferred Alternative(s) will be recommended based on a review and analysis of all engineering, environmental, and public involvement issues related to the Project.

*Identify Construction Segments:* Segmenting and identification of implementable construction projects will be recommended.

*Right of Way Cost Estimates:* Maps and parcels will be prepared to assist FDOT's Right of Way staff in the preparation of estimates.

*Conceptual Alternatives Report:* The alternatives evaluation will be documented in an Evaluation of Conceptual Alternatives Report.



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*Alternatives Analysis Report:* A draft report documenting the alternatives analysis will be prepared and submitted to the FDOT for review by the established rail program technical review team. This report will identify an LPA related to the transit alignment, stations, and storage/maintenance facility. The Alternatives Analysis Report will be subject to approval by METROPLAN ORLANDO.

**2.3 Environmental Analysis and Reports:** The Programming Summary Report and graphical information from the EST available at <http://www.dot.state.fl.us/emo>, or other appropriate databases will be utilized. The results of the environmental analysis will be included in the evaluation matrix.

*Land Use Changes:* Potential land use impacts will be assessed on three levels: corridor level, community level, and site specific. The corridor level analysis will evaluate the existing and projected development potential within the Corridor with and without the proposed transit alternatives. That includes:

- Plan Consistency: Consistency with comprehensive plans, growth management plans and policies, future land use plans, proposed developments, current zoning and DRIs;
- Land Patterns: Land uses with aesthetic, Section 4(f) lands (recreation areas, parks and wildlife refuges), managed conservation lands or community use values, open space, potential for sprawl, and the character of the neighborhoods; and
- Development Activity: Collect data on active development activity in the railroad corridor, especially preliminary or filed plats which have the potential for dedication of railroad right of way or joint use ponds.

*Community Cohesion and Community Services:* A qualitative assessment of the impacts on community cohesion will be determined. Potential impacts on neighborhoods, including low-income and minority populations, and community facilities will be identified. Impacts to community services such as schools, places of worship, community centers, and other public facilities such as fire and police stations, boat ramps, and medical facilities will be assessed.

*Social and Economic Impacts:* Results from field inventories, data-base search, and public involvement activities will be utilized to determine impacts to socio-economic features. The potential impacts on the regional growth pattern of each alternative will be considered from the standpoint of projected regional growth, the distribution of that growth in relationship to the study area, and the expected influence of an alternative on the location of that growth. The availability of vacant land, the presence or absence of favorable zoning, the existence of adequate infrastructure, and local attitudes about growth can all influence the potential impacts of a particular alternative on regional growth patterns. The analysis will include:

- Community Cohesion: Identification of physical barriers, traffic pattern changes, social pattern changes, and loss of connectivity to community features and facilities;
- Community Facilities and Focal Points: Schools, churches, parks, emergency facilities, social services, day care facilities, retirement and community centers, and retail outlets;
- Safety/Emergency Response: Creation of isolated areas, emergency response time changes, location of police, fire, emergency medical services, healthcare facilities, and government offices;
- Title VI: Location of any Title VI involvement, minority displacement, special populations;
- Community Goals and Quality of Life: Social value changes, compatibility with community goals and vision;
- Commerce: Business and/or business district access, visibility, traffic patterns, and parking issues. Input from business interests along the corridor;
- Tax Base: Business impacts that affect the tax base, employment opportunities and property values; and



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- **Job Creation:** Identify the creation and preservation of jobs including a timeline for the anticipated job creation, jobs created for the construction period and operating period; jobs created by investments around stations.

*Mobility:* A qualitative assessment of accessibility including transit facilities, intermodal connectivity, transportation disadvantaged access, residential to non-residential connectivity, bicycle and pedestrian issues, public parking, park and ride facilities, walkability, emergency response and evacuation routes, and safety will be developed.

*Relocation Potential:* A quantitative assessment of the number of businesses, residences, and community services will be assessed.

*Archaeological and Historical Sites/Section 4(f):* Records from the National Register of Historic Places (NRHP) and the Florida Master Site File (FMSF) will be researched to determine if any historic structures or archaeological sites have been recorded within the study area. Direct and indirect effects to parks, recreation areas, and open space will be determined.

*Visual Impacts and Aesthetic:* The analysis of visual and aesthetic impacts will assess the potential effects on sensitive receptors resulting from the presence of transit facilities and operations (e.g., guideway, stations, catenary, vehicles). Potential effects on community aesthetics and visual qualities will be evaluated through the use of design visualization techniques in graphic representations, as appropriate.

*Utilities and Railroads:* Impacts to utilities will be determined, as will impacts to existing and proposed railroads.

*Transit Oriented Development:* The potential for Transit Oriented Development around station areas will be assessed, concentrating on land uses within one half-mile of station stops.

*Natural Impacts:* The elements associated with the natural environment including wetlands, water quality, Outstanding Florida Waters, Wild and Scenic Rivers, and aquatic preserves; floodplains, coastal barrier resources; wildlife and habitat; and farmlands will be evaluated. Wetland areas within the study area will be mapped utilizing information obtained from existing databases and a windshield survey so that acreages of impacts can be determined. Potential impacts to surface water quality, groundwater resources, and floodplain areas will be assessed.

*Physical Impacts:* The elements associated with the physical environment including noise and vibration; air quality; construction impact analysis; contamination; and energy will be evaluated. A qualitative noise and vibration analysis for the various types of rail transit alternatives will be provided. A qualitative assessment of the magnitude of air quality impacts will be performed, relating to both transit operations and construction activity of each transit alternative. Records of the Florida Department of Environmental Protection will be reviewed to obtain locations of potential contamination sites.

*Environmental Reports:* A Class of Action Determination will be developed. The environmental evaluation will be documented in an Assessment of Social, Economic, and Environmental Report. A draft report will be prepared that summarizes all of the initial findings to an appropriate level of analysis commensurate with the social, economic, and environmental conditions involved. The level of analysis should be appropriate for use in determining a class of action for the environmental document.



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**2.4 Project Completion Schedule:**

**Proposed OIA Connector Alternatives Analysis Schedule**

Task	2010		2011										2012				
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Notice to Proceed	★																
Data Collection																	
<b>Engineering Analysis and Reports</b>																	
Design Analysis																	
Conduct Analysis																	
Coordination with Modeling Consultant																	
Financial Analysis																	
Coordination with Modeling Consultant																	
Conduct Analysis																	
<b>Alternatives Analysis Report</b>																	

**2.5 Budget:** FDOT will be responsible for managing the Consultant Project Budget, as proposed below:

<b>OIA Connector Refresh Alternatives Analysis Budget Information</b>	
<b>Public Involvement</b>	<b>\$353,400</b>
Public Involvement Programs	\$38,400
Public Meetings	\$132,600
Special Public Involvement Requirements	\$182,400
<b>Engineering Analysis and Reports</b>	<b>\$972,600</b>
Review Past Studies	\$9,000
Data Collection	\$172,800
Needs	\$40,800
Design Analysis	\$636,000
Comparative Analysis of Alternatives	\$114,000
<b>Environmental Analysis and Reports</b>	<b>\$253,500</b>
Sociocultural Impacts	\$92,400
Natural Impacts	\$36,300
Physical Impacts	\$88,800
Environmental Reports	\$36,000
<b>Misc./Administrative</b>	<b>\$71,100</b>
Contract Admin. and Project Files	\$57,600
Program Mgt. Meetings and Coordination	\$13,500
<b>QA/QC</b>	<b>\$49,400</b>
<b>TOTAL PROJECT COSTS</b>	<b>\$1,700,000</b>



## TIGER II Planning Grant Application Application for Federal Assistance (SF-424)

### V. Application Review Information

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#### 3. Leveraging and Collaboration

The OIA Connector Alternatives Analysis Refresh will coordinate extensively with community, local, state, private and federal partners throughout the study process. Signed letters of financial commitment from FDOT, Orange and Osceola counties, and the City of Orlando to provide matching funds for the TIGER II Planning Grant Application are included in **Attachment 4 – Resolution**. FDOT will provide 35 percent of matching funds and the local governments will provide 15 percent of matching funds – providing a total of 50 percent of the Project’s anticipated cost. In addition, resolutions and letters of support are provided in **Attachment 4 – Resolution** from METROPLAN ORLANDO, the ECFRPC, the Central Florida Partnership, Haines City Economic Development Council, Orlando, Inc., *myregion.org*, Melbourne Regional Chamber of Commerce, South Lake Chamber of Commerce, Central Florida Development Council, and the Daytona Regional Chamber of Commerce.

FDOT also is coordinating closely with the ECFRPC’s application for a HUD Sustainable Communities Grant to advance TOD in and around rail transit station stops, including the proposed OIA Connector. That coordination will leverage the public’s investment in developing transit projects with additional private sector investment in the creation of transit villages, affordable housing and sustainable communities specifically designed to support transit. The Project also supports TOD zoning overlays adopted by Orange County at a proposed intermodal station at Sand Lake Road, which currently serves the SunRail Project and is one of the intermodal alternatives that will be considered in the study. Similarly, Osceola County has adopted a TOD zoning overlay at the SunRail Osceola Parkway station, also within the study corridor, on land that previously was planned for office/warehouse development. Transit connectivity also is expected to enhance tourism-related activities at OIA, the Convention Center and I-Drive area, and is key to continued development of the Lake Nona-Medical City complex.

A vital objective of the Project is to improve economic health in the project study area with the creation of new jobs and business opportunities. U.S. Census Bureau figures from 2008 show the per capita income of jurisdictions within the study area tend to lag the Orlando-Kissimmee Metropolitan Statistical Area (MSA) per capita income of \$25,694 and are far behind the national per capita income for 2008 of \$40,166. During the same period, Orange County’s per capita income was \$25,477; Osceola County’s was \$20,907 and the city of Orlando’s per capita income was \$24,955.

In the current economy, economic development opportunities for the Central Florida region are even more vital. The Orlando-Kissimmee MSA (the heart of the study area) placed eighth in the nation for the highest ratio of homes receiving foreclosure-related notices for the first half of 2010, with a 4.15 percent rate or one home out of every 24. The unemployment rate for the Orlando-Kissimmee MSA for June 2010 was 11.4 percent – well above the national average of 9.5 percent for the same period.

#### 4. Capacity

FDOT is responsible for the delivery and operation of a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the environment and communities. The statewide transportation system consists of 128 public use aviation facilities including 19 with scheduled commercial passenger service; 2,796 railway miles; 121,387 centerline miles of public roads; 14 deepwater seaports, and 28 fixed-route transit systems. FDOT is responsible for an \$8 billion annual work program that includes project planning, engineering, environmental compliance, value engineering, real estate actions, intergovernmental coordination, contract administration and procurement, quality assurance/quality control, construction project management and control, and construction engineering and inspection. Throughout its history, FDOT has been delivering projects on schedule, within budget, and with quality.



**TIGER II Planning Grant Application  
Application for Federal Assistance (SF-424)**

**V. Application Review Information**

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The Alternatives Analysis for the OIA Connector will be managed by an Executive Oversight Team consisting of the FDOT Central Office Assistant Secretary for Intermodal Systems Development, the FDOT District Five Secretary, the three FDOT District 5 Transportation Directors and Intermodal Systems support personnel. Brief biographies of the project management team are included below:

DEBORAH L. HUNT, Assistant Secretary for Intermodal Systems Development: She is responsible for the executive management and operation of FDOT's planning, environmental management and public transportation programs. She directs the long-range and strategic planning and formulation of policy for developing capital improvement and investment plans for the state's intermodal transportation facilities. She is a senior advisor to the Secretary of Transportation and liaison to the Governor's Office, as well as other state and federal agencies on intermodal transportation issues. She has more than 23 years of public transportation and planning experience.

NORANNE DOWNS, FDOT District 5 Secretary: She is responsible for all transportation programs within the nine-county District 5 region. A licensed P.E., with 30 years of experience she manages 869 employees, sets the district's mission, goals, objectives, policies, and program budgets, and represents FDOT to the public, elected officials and other agencies. She previously served as Director of Transportation Development for District 5 and currently serves as the Chief Executive Officer of the SunRail Project.

GEORGE LOVETT, FDOT District 5 Director of Transportation Development: He is responsible for all production of the work program, managing a staff of 229 employees. An attorney, he previously held the positions of General Counsel and Right-of-Way Manager for District 5 and is responsible for helping to manage the SunRail Project.

ALAN HYMAN, FDOT District 5 Director of Transportation Operations: He is responsible for maintenance, construction, traffic operations, materials and research, safety and emergency operations. He manages a staff of 577 employees. A licensed P.E., he previously was district maintenance engineer for District 5 and is responsible for managing SunRail operations.

RISE K. WALL, FDOT District 5 Director of Transportation Support: Her duties include oversight of the district's \$1.1 billion work program; directing business activities for human resources, procurement, MWBE contracts, work program development, facilities, fixed capital outlay and financial services. She manages a staff of 63 employees.

SUSAN SADIGHI, FDOT District 5 Intermodal Systems Development Manager: She is responsible and accountable to the Director of Transportation Development for the Intermodal Development Unit which includes the Government Operations unit, Modal Planning unit, and the Environmental Management Unit, for the District's nine-county region. Responsibilities include the development of transportation policy, interfacing with elected officials and local government, and coordinating MPO/TPO priorities into the work program. She manages 33 employees.

BRENDA YOUNG, FDOT District 5 Transit Intermodal Program Manager: She is manager of the Aviation/Transit/Intermodal/Passenger Rail and Strategic Intermodal Programs. Responsibilities include overseeing the implementation of grants to airports, transit agencies and local governments and the development of the work program. She provides technical assistance to transportation agencies and local governments. She is the primary contact for the Intermodal Program within District 5.

TAWNY H. OLORE, FDOT District 5 Rail Transit Program Manager: She currently serves as the Program Management consultant for the Rail Transit Program in District 5. She assists the Department with management oversight and responsibility for all rail transit programs, including SunRail. Her duties include shepherding projects through the federal funding process, coordinating local/state government



**TIGER II Planning Grant Application  
Application for Federal Assistance (SF-424)**

**V. Application Review Information**

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approvals, coordinating system and station development, and coordinating with local transit agencies. A licensed P.E., she has extensive management experience including four previous Alternatives Analyses and preparing environmental documents for rail, highway, and airport improvement projects.

**4.1 Capacity Building and Knowledge Sharing:** Scoping is a process designed to encourage the active participation of agencies, jurisdictions and the public early in the decision-making process. Scoping is intended to provide the opportunity for all stakeholders to identify issues and concerns, define the alternatives to be examined as part of the study, and identify the potential impacts to be considered. Scoping for the Project will begin with Advance Notification (AN), the means through which Federal, State and local agencies are informed of proposed actions by FDOT. The AN will be distributed to federal, state, regional and local agencies having interest or direct involvement in the project. A public scoping meeting for the project will also be held. Notification will be sent to stakeholders and include a project description, background briefing, the project schedule, initial project alternatives, other project issues and an informal question and answer period to identify potential issues. Participants will learn about the Alternatives Analysis process, as well as project planning and implementation.

To further engage stakeholders early in the planning process, the Project will be submitted for review utilizing the ETDM process, a system designed to streamline the transportation planning and project development process without compromising the quality of Florida's human and natural environments. ETDM's goal is to develop a process for early and continuous resource agency input into the FDOT environmental review, decision making, and permitting processes to make project delivery more efficient and less costly. The following jurisdictions will be consulted: Advisory Council on Historic Preservation; FHWA; FTA; National Marine Fisheries Service; National Park Service; Natural Resources Conservation Service; U.S. Army Corps of Engineers; U.S. Coast Guard; U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; U.S. Forest Service; Florida Department of Agriculture and Consumer Services; DCA; FDEP; Florida Department of State; Florida Fish and Wildlife Conservation Commission; Florida Metropolitan Planning Organization Advisory Council; South Florida Water Management District; St. Johns River Water Management District; Seminole Tribe of Florida; and Miccosukee Tribe of Indians of Florida.

**4.2 Expand Cross-Cutting Policy Knowledge:** As part of the Project development described in Section 2: Work Plan, an extensive PIP will be drafted and implemented for public input on policy-making decisions and public dissemination of Project information. Indeed, the purpose of the program is to share project information with the individuals who live and work in this area; to listen to ideas and concerns; and to incorporate input received during the study process. More than 100 public meetings, consensus building meetings, meetings to discuss viable alternatives and project briefings will be held throughout the two-year study period. The Work Plan provides detailed outcomes expected for the defined target area, data analysis and data-sharing arrangements. The PIP will culminate with a Comments and Coordination Report that will detail all public involvement efforts.

A PAG also will be established, consisting of more than 40 stakeholders, to provide an opportunity for the study team to share project information while receiving input from technical representatives and the surrounding communities. The PAG will consist of a wide variety of business stakeholders in the corridor; local municipalities; Congressional leaders; the regional planning council; environmental groups; homeowners' associations; METROPLAN ORLANDO; county government leaders; and other interested stakeholders. The PAG will review and comment on all information, outcomes and analyses as detailed in Section 2: Work Plan.

ATTACHMENT 4

**Resolutions and Letters of Support**  
*for the*  
**OIA Connector Tiger II Planning Grant Application**

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## Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS  
SECRETARY

August 23, 2010

Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Honorable Shaun Donovan  
Secretary  
U.S. Department of Housing and Urban Development  
451 7<sup>th</sup> Street S.W.  
Washington, D.C. 20410

Dear Secretary LaHood and Secretary Donovan:

The Florida Department of Transportation (FDOT) works closely with our local and regional partners in the planning and development of major transportation projects. With the heightened interest in rail and bus rapid transit projects here in Florida, we are very pleased to have the opportunity to submit an application for the U.S. Department of Transportation's TIGER II Planning Grant.

It is FDOT's intent to partner with local governments, transit and planning agencies, and lead the development of the Orlando International Airport Alternatives Analysis Refresh in Orange County, Florida. In addition to providing new east-west transit mobility options for the Central Florida community, this vital project would provide intermodal connections between the planned Central Florida Commuter Rail Transit project known as SunRail (which is poised to apply for a Full Funding Grant Agreement from the Federal Transit Administration), and the Florida High Speed Rail Project (which received a Record of Decision from the Federal Railroad Administration on May 7, 2010 to proceed with right-of-way acquisition, design and construction).

Our local partners are looking forward to this exciting project and are providing resolutions of support to clearly identify their funding commitments. These will be provided as an attachment to the application. Thank you for your consideration of this project application. Please feel free to call me should you have any questions, or if I can be of any further assistance.

Sincerely,

A handwritten signature in blue ink that reads "SCKopelousos".

Stephanie C. Kopelousos  
Secretary

CC: Noranne Downs, Secretary, FDOT District 5



## *Florida Department of Transportation*

**CHARLIE CRIST**  
GOVERNOR

719 S. Woodland Blvd.  
DeLand, FL 32720

**STEPHANIE C. KOPELOUSOS**  
SECRETARY

August 23, 2010

Attn: TIGER II Planning Grants Program Manager

The Florida Department of Transportation (FDOT) and our transportation partners in Orange and Osceola counties, as well as the City of Orlando, continue working in partnership to deliver much needed transportation projects throughout the Central Florida region.

An application for TIGER II Planning Grant funding is being submitted by the Florida Department of Transportation District 5 for development of the Orlando International Airport Alternatives Analysis Refresh study. FDOT supports this project, which will provide new east-west transit mobility options for the Central Florida community and intermodal connections between the planned Central Florida Commuter Rail Transit project known as SunRail and the Florida High Speed Rail Project.

If this application is selected for funding under this program, the Florida Department of Transportation will manage the project and ensure that commitments by local funding partners are met as described in funding resolutions of support attached to the project narrative. FDOT also commits to fund 35 percent, or \$595,000 of the project's total \$1.7 million cost, through FDOT's 5-year Work Program, as detailed in F.S. 339.135.

FDOT encourages your favorable consideration of this application. Should you have any additional questions, or if I can be of any further assistance, please do not hesitate to contact me at 386-943-5475 or by e-mail at [Noranne.Downs@dot.state.fl.us](mailto:Noranne.Downs@dot.state.fl.us).

Sincerely,

A handwritten signature in black ink that reads "Noranne Downs".

Noranne Downs, P.E.  
District Five Secretary

## OIA Connector Tiger II Planning Grant Application

### List of Adopted Resolutions and Letters of Support

	<b>ORGANIZATION</b>	<b>COUNTY</b>	<b>RESOLUTION NO.</b>	<b>ADOPTION DATE</b>
1	Orlando, City of	Orange	C-11	16-Aug-10
2	Orange County Government (BOCC)	Orange	2010-M-63	17-Aug-10
3	Osceola County Government (BOCC)	Osceola	letter, 10-104R	20-Aug-10
4	METROPLAN ORLANDO	Orange, Osceola, and Seminole	letter	23-Jul-10
5	East Central Florida Regional Planning Council	Brevard, Lake, Orange, Osceola, Seminole, and Volusia	06-2010	21-Jul-10
6	Central Florida Partnership	Brevard, Lake, Orange, Osceola, Polk, Seminole, and Volusia	letter	3-Aug-10
7	Haines City Economic Development Council	Polk	03-2010	11-Aug-10
8	Orlando, Inc.	Orange	letter	20-Aug-10
9	<i>myregion.org</i>	Brevard, Lake, Orange, Osceola, Polk, Seminole, and Volusia	letter	20-Aug-10
10	Melbourne Regional Chamber	Brevard	letter	20-Aug-10
11	South Lake Chamber of Commerce	Lake	letter	20-Aug-10
12	Central Florida Development Council	Polk	letter	20-Aug-10
13	Daytona Regional Chamber of Commerce	Volusia	letter	20-Aug-10

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**RESOLUTION NO.**

A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF ORLANDO, FLORIDA, SUPPORTING A FLORIDA DEPARTMENT OF TRANSPORTATION GRANT APPLICATION FOR TIGER II FUNDING TO ANALYZE THE INTEGRATION OF THE CENTRAL FLORIDA COMMUTER RAIL SYSTEM (SUNRAIL) WITH FLORIDA HIGH SPEED RAIL; AND PROVIDING A COMMITMENT OF MATCHING FUNDS.

**WHEREAS**, the State of Florida, Department of Transportation ("FDOT") has committed to apply for a Transportation Investment Generating Economic Recovery (TIGER II) Planning Grant; and

**WHEREAS**, the City of Orlando is a member organization of the Central Florida Commuter Rail Commission along with Orange County, Osceola County, Seminole County, and the County of Volusia, which was established to participate, with FDOT, in the creation of SunRail and ultimately, to own and operate SunRail; and

**WHEREAS**, FDOT, along with local and federal partners, is also seeking to create High Speed Rail in Florida;

**WHEREAS**, the success of Florida's approved High Speed Rail is dependent on the system's ability to connect to other major transportation systems such as SunRail and the Orlando International Airport; and

**WHEREAS**, the TIGER II Planning Grant will fund an analysis that will provide recommendations as to how best to integrate Florida's High Speed Rail, Central Florida's SunRail, the Orlando International Airport, and Lake Nona – Medical City area/Innovation Way; and

**WHEREAS**, the City of Orlando supports multimodal transportation projects in the Central Florida Region (SunRail) and the State's Long Range Transportation Plan (High Speed Rail), which projects constitute a public purpose and will operate to enhance the safety and efficiency of the travelling public and the citizens of Orlando.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF ORLANDO:**

**SECTION 1.** The City of Orlando hereby pledges its support and commitment to FDOT's grant application for a TIGER II Planning Grant in order to fund the Orlando International Airport Connector Refresh Alternative Analysis project, "Project," that will provide recommendations for integrating SunRail with High Speed Rail and provide connectivity to the Orlando International Airport and continue east to Lake Nona - Medical City area/Innovation Way to optimize the safety and efficiency of the traveling public.

City Council Meeting

Item

8/16/10  
700816011

**SECTION 2.** The City of Orlando hereby commits to enter into an Agreement with FDOT providing that the City, upon FDOT's receipt of the TIGER II Grant funds, will contribute "matching" funds to FDOT in the amount of \$85,000, which is 5% of the total project cost or \$1,700,000. The amount being requested from TIGER II funds is \$850,000. It is expected that the "matching" funds would be obligated at the time the TIGER II Planning Grant is awarded.

**SECTION 3.** This Resolution shall take effect immediately upon its adoption.

**DULY ADOPTED** this 16 day of August, 2010.

Orlando, FLORIDA

By: \_\_\_\_\_

Title: Mayor Pro Tem

ATTEST:

Anna O'Brien  
Title: City Clerk  
(SEAL)

APPROVED  
BY ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS  
AUG 17 2010 CS/BS

# RESOLUTION

*of the*  
ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS  
*expressing*

**SUPPORT FOR A FLORIDA DEPARTMENT OF  
TRANSPORTATION GRANT APPLICATION FOR TIGER II  
FUNDING TO ANALYZE THE INTEGRATION OF THE  
CENTRAL FLORIDA COMMUTER RAIL SYSTEM (SUNRAIL)  
WITH FLORIDA HIGH SPEED RAIL; PROVIDING A  
CONDITIONAL COMMITMENT OF MATCHING FUNDS.**

Resolution No. 2010-M-63

**WHEREAS**, the State of Florida, Department of Transportation ("FDOT") has committed to apply for a Transportation Investment Generating Economic Recovery (TIGER II) Planning Grant with the Federal Government; and

**WHEREAS**, Orange County is a member organization of the Central Florida Commuter Rail Commission along with Osceola County, Seminole County, the County of Volusia, and the City of Orlando which was established to participate, with FDOT, in the creation of SunRail and ultimately, to own and operate SunRail; and

**WHEREAS**, FDOT, along with local and federal partners, is also seeking to create High Speed Rail in Florida;

**WHEREAS**, the success of Florida's approved High Speed Rail project is dependent in part on the system's ability to connect to other major transportation systems such as SunRail and the Orlando International Airport; and

**WHEREAS**, the TIGER II Planning Grant will fund an analysis that will provide recommendations as to how best to integrate Florida's High Speed Rail, Central Florida's SunRail, the Orlando International Airport, the Orange County Convention Center, Lake Nona – Medical City area/Innovation Way, and Osceola Northeast District; and

**WHEREAS**, Orange County supports multimodal transportation projects in the Central Florida Region (SunRail) and the State's Long Range Transportation Plan (High Speed Rail), which two projects constitute a public purpose and will operate to enhance the safety and efficiency of the traveling public and the citizens of Orange County.

**NOW, THEREFORE, BE IT RESOLVED BY THE ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS:**

**SECTION 1.** Orange County hereby pledges its support and commitment to FDOT's grant application for a TIGER II Planning Grant in order to fund the Orlando International Airport Connector Refresh Alternative Analysis project that will provide recommendations for integrating Florida's High Speed Rail, Central Florida's SunRail, the Orlando International Airport, the Orange County Convention Center, Lake Nona – Medical City area/Innovation Way, and Osceola Northeast District to optimize the safety and efficiency of the traveling public.

**SECTION 2.** Orange County hereby commits to provide "matching" funds to FDOT for the TIGER II project in the amount of \$85,000, which is 5% of the total project cost of \$1,700,000, subject to a subsequent agreement between Orange County and FDOT. "Matching" funds will be obligated at the time the TIGER II Planning Grant is awarded.

**SECTION 3.** This Resolution shall take effect immediately upon its adoption.

**DULY ADOPTED** this \_\_\_ day of **AUG 17 2010**, 2010.

ORANGE COUNTY, FLORIDA  
By: Board of County Commissioners

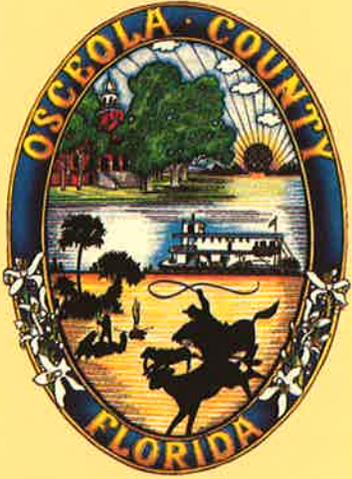
By: *Richard T. Crotty*  
Richard T. Crotty  
Orange County Mayor

Date: 8.17.10

ATTEST: Martha O. Haynie, County Comptroller  
As Clerk of the Board of County Commissioners

By: *Martha O. Haynie*  
Deputy Clerk  
Date: AUG 17 2010





**Donald S. Fisher**  
**County Manager**  
[dfis@osceola.org](mailto:dfis@osceola.org)

**Beth Anne Knight**  
**Deputy County Manager**  
[bkni@osceola.org](mailto:bkni@osceola.org)

1 Courthouse Square  
Suite 4700  
Kissimmee, FL 34741

407-742-2000  
Fax 407-742-2391

**Osceola**  
**County**

August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, FL 32720

Dear Secretary Downs:

I am pleased to provide this letter in support of the Florida Department of Transportation's (FDOT) grant application for Tiger II funding to analyze the integration of the Central Florida Commuter Rail Transit (SunRail) and Florida High Speed Rail projects.

As an authorized representative of Osceola County Government, I hereby attest that on August 16, 2010 the Osceola Board of County Commission approved agenda item No. 24 (Resolution #10-104R) which pledges our support and commitment to FDOT for a TIGER II Planning Grant in order to fund the Orlando International Airport Connector Alternative Analysis Refresh project. Osceola County hereby commits to enter into an Agreement with FDOT providing that the County, upon FDOT's receipt of the TIGER II Grant funds, will contribute "matching" funds to FDOT in the amount of \$85,000.

This resolution was approved and is hereby awaiting final execution by the County Chairman. As such, please accept this letter as a firm commitment on the County's behalf.

If you have any questions, please don't hesitate to contact Beth Knight at 407-742-2384 .

Sincerely,

Beth A. Knight  
Deputy County Manager

BAK/TH/sj

## **RESOLUTION #10-104R**

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA, SUPPORTING A FLORIDA DEPARTMENT OF TRANSPORTATION GRANT APPLICATION FOR TIGER II FUNDING TO ANALYZE THE INTEGRATION OF THE CENTRAL FLORIDA COMMUTER RAIL SYSTEM (SUNRAIL) WITH FLORIDA HIGH SPEED RAIL; AND PROVIDING A COMMITMENT OF MATCHING FUNDS.

**WHEREAS**, the State of Florida, Department of Transportation ("FDOT") has committed to apply for a Transportation Investment Generating Economic Recovery (TIGER II) Planning Grant; and

**WHEREAS**, Osceola County is a member organization of the Central Florida Commuter Rail Commission along with Orange County, the City of Orlando, Seminole County, and the County of Volusia, which was established to participate, with FDOT, in the creation of SunRail and ultimately, to own and operate SunRail; and

**WHEREAS**, FDOT, along with local and federal partners, is also seeking to create High Speed Rail in Florida;

**WHEREAS**, the success of Florida's approved High Speed Rail is dependent on the system's ability to connect to other major transportation systems such as SunRail and the Orlando International Airport; and

**WHEREAS**, the TIGER II Planning Grant will fund an analysis that will provide recommendations as to how best to integrate Florida's High Speed Rail, Central Florida's SunRail, the Orlando International Airport, Lake Nona – Medical City area/Innovation Way, and Osceola Northeast District; and

**WHEREAS**, Osceola County supports multimodal transportation projects in the Central Florida Region (SunRail) and the State's Long Range Transportation Plan (High Speed Rail), which projects constitute a public purpose and will operate to enhance the safety and efficiency of the travelling public and the citizens of Orlando.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA:**

**SECTION 1.** Osceola County hereby pledges its support and commitment to FDOT's grant application for a TIGER II Planning Grant in order to fund the Orlando International Airport Connector Refresh Alternative Analysis project, "Project," that will provide recommendations for integrating SunRail with High Speed Rail and provide connectivity to the Orlando International Airport and continue east to Lake Nona - Medical City area/Innovation Way and Osceola Northeast District to optimize the safety and efficiency of the traveling public.

**SECTION 2.** Osceola County hereby commits to enter into an Agreement with FDOT providing that the County, upon FDOT's receipt of the TIGER II Grant funds, will contribute "matching" funds to FDOT in the amount of \$85,000, which is 5% of the total project cost or \$1,700,000. The amount being requested from Tiger II funds is \$850,000. It is expected that the "matching" funds would be obligated at the time the TIGER II Planning Grant is awarded.

**SECTION 3.** This Resolution shall take effect immediately upon its adoption.

**DULY ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2010.

\_\_\_\_\_, **FLORIDA**

By: \_\_\_\_\_

Title:

ATTEST:

\_\_\_\_\_  
Title:  
(SEAL)



July 23, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

Dear Ms. Downs:

I am pleased to provide this letter in support for the application that is being filed by the Florida Department of Transportation with the federal government for a TIGER II Planning Grant/Sustainable Community Challenge Grant for the purpose of evaluating alternatives to provide a direct connection between the Florida high speed rail project and the SunRail commuter rail project.

As the metropolitan planning organization for the Orlando urban area, these two rail projects are among our top regional transportation priorities. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide for a more sustainable future.

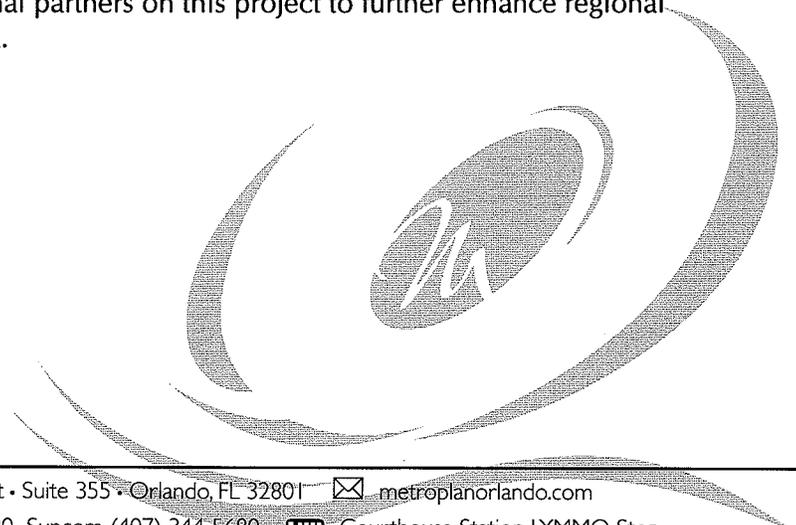
We are very grateful that a substantial federal investment is being made in both rail projects. However, their effectiveness will be improved by providing a direct connection for the convenience of passengers. For this reason, we feel a thoughtful evaluation of options would be in the best interest of all parties. An excellent opportunity for doing this is with financial assistance through the TIGER II Planning Grant/Sustainable Community Challenge grant program.

If this grant application is approved, we look forward to working closely with the Florida Department of Transportation and our regional partners on this project to further enhance regional transportation connectivity in Central Florida.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harold W. Barley', is written over the typed name.

Harold W. Barley  
Executive Director





*East Central Florida Regional Planning Council*

## **Resolution #06-2010**

A RESOLUTION OF THE EAST CENTRAL FLORIDA PLANNING COUNCIL SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S GRANT APPLICATION FOR TIGER II PLANNING FUNDS TO CONDUCT AN ALTERNATIVES ANALYSIS STUDY TO CONNECT THE PLANNED HIGH SPEED RAIL AND SUNRAIL COMMUTER RAIL SYSTEMS.

**WHEREAS**, Florida High Speed Rail has been approved for east-west service from Tampa to Orlando; and

**WHEREAS**, Commuter Rail has been approved for north-south service from Deland to Poinciana; and

**WHEREAS**, existing plans for the two passenger rail projects do not provide a direct connection between systems; and

**WHEREAS**, the two systems intersect in South Orange County; and

**WHEREAS**, more than one alternative opportunity exists for the systems to connect; and

**WHEREAS**, the success of both systems is dependent on ridership and thus interconnectivity; and

**WHEREAS**, this opportunity has the potential to provide additional economic development to the Region and State; and

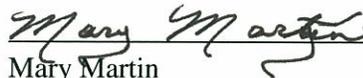
**WHEREAS**, the East Central Florida Regional Planning Council supports a shift towards multimodal transportation in the region, in accordance with the shared Regional Vision and the policies of the East Central Florida 2060 Plan; and

**WHEREAS**, the East Central Florida Regional Planning Council has identified and recommended minimum densities in transit served corridors, in accordance with state statutes.

**NOW, THEREFORE BE IT RESOLVED**, that the **East Central Florida Regional Planning Council** does hereby support and encourage the approval of the Florida Department of Transportation's grant application for Tiger II funds to conduct an Alternatives Analysis Study to connect the planned High Speed Rail and SunRail commuter rail systems.

**DULY ADOPTED** by the East Central Florida Regional Planning Council on this 21<sup>th</sup> day of July, 2010.

ATTEST:

  
\_\_\_\_\_  
Mary Martin  
ECFRPC Chair

  
\_\_\_\_\_  
Phil Laurien, AICP  
Executive Director

August 3, 2010

Noranne Downs, P.E.  
Florida Department of Transportation  
719 South Woodland Boulevard , MS 503  
DeLand, FL 32720

Dear Secretary Downs,

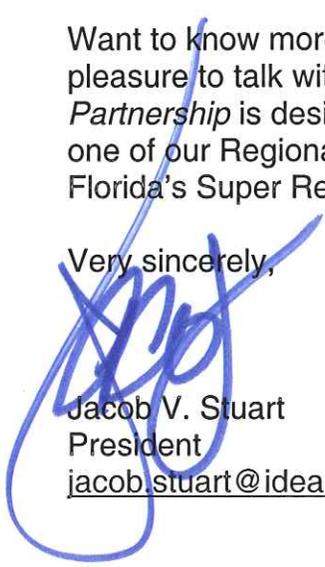
It's my pleasure to write in support of the application being filed by the Florida Department of Transportation with the Federal Government for a TIGER II Planning Grant/Sustainable Community Challenge Grant. It's my understanding that this Grant will advance the important work of evaluating alternatives which will provide a direct connection between Florida High Speed Rail and *SunRail*.

As you know, for some time, the *Central Florida Partnership* has been in strong support of these two rail projects; in fact, they are ranked as our "top" Regional Transportation Priority. As you know, too, our efforts are directly linked to the recent work supported by you and others that outlined how we can better compete on the Global Stage; entitled *Connecting for Global Competitiveness: Florida's Super Region*. This ground-breaking work supports the unique opportunity presented by the development of High Speed Rail for Florida; and essential to its success is a effective connection to *SunRail*.

Along these lines, with financial assistance from the TIGER II Planning Grant/Sustainable Community Challenge Grant Program, we feel that evaluating alternatives to provide a direct connection for the convenience of passengers will be greatly improved; and, as a result, better position Florida's Super Region to better compete with other Super Regions, across our country and across the globe.

Want to know more? Just pick up the phone and call, as it would be my genuine pleasure to talk with you in greater detail about how the work of the *Central Florida Partnership* is designed to support the work of the Florida Department of Transportation; one of our Regional Partners, helping you to lead the way, improving connectivity in Florida's Super Region.

Very sincerely,



Jacob V. Stuart  
President  
[jacob.stuart@ideastoreresults.org](mailto:jacob.stuart@ideastoreresults.org)



## Haines City Economic Development Council

### RESOLUTION #03-2010

A RESOLUTION OF THE HAINES CITY ECONOMIC DEVELOPMENT COUNCIL  
SUPPORTING THE FLORIDA DEPARTMENT OF  
TRANSPORTATION'S GRANT APPLICATION FOR TIGER II  
PLANNING FUNDS TO CONDUCT AN ALTERNATNES ANALYSIS  
STUDY TO CONNECT THE PLANNED HIGH SPEED RAIL AND  
SUNRAIL COMMUTER RAIL SYSTEMS.

WHEREAS, Florida High Speed Rail has been approved for east-west service from Tampa to Orlando; and

WHEREAS, Commuter Rail has been approved for north-south service from Deland to Poinciana; and

WHEREAS, the Haines City area of Polk County is desirous of the short 15 mile regional extension beyond Poinciana to Haines City being considered in the near future; and

WHEREAS, existing plans for the two passenger rail projects do not provide a direct connection between systems; and

WHEREAS, the two systems intersect in South Orange County; and

WHEREAS, more than one alternative opportunity exists for the systems to connect; and

WHEREAS, the success of both systems is dependent on ridership and thus interconnectivity; and

WHEREAS, this opportunity has the potential to provide additional economic development to the Region and State; and

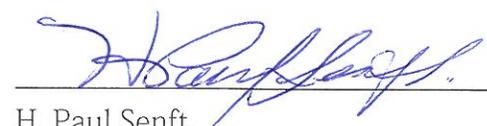
WHEREAS, the Haines City Economic Development Council supports a shift towards multimodal transportation in the region, in accordance with the shared Regional Vision and the policies of the East Central Florida 2060 Plan; and

WHEREAS, the Haines City Economic Development Council has identified and recommended minimum densities in transit served corridors, in accordance with state statutes.

NOW, THEREFORE BE IT RESOLVED, that the Haines City Economic Development Council does hereby support and encourage the approval of the Florida Department of Transportation's grant application for Tiger II funds to conduct an Alternatives Analysis Study to connect the planned High Speed Rail and SunRail commuter rail systems.

DULY ADOPTED by the Haines City Economic Development Council on this 11th day of August, 2010.

  
\_\_\_\_\_  
Kathy Prince  
HC EDC Chair

Attest:  
  
\_\_\_\_\_  
H. Paul Senft  
HCEDC President



608 Ingraham Avenue, Suite B  
Haines City, FL 33844  
863.422.2525 Office  
863.422.2577 Fax

August 10, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
Deland, Florida 32720

Dear Ms. Downs:

I am pleased to provide this letter in support for the application that is being filed by the Florida Department of Transportation with the federal government for a TIGER II Planning Grant/Sustainable Community Challenge Grant for the purpose of evaluating alternatives to provide a direct connection between the Florida high speed rail project and the SunRail commuter rail project.

As an economic development organization in the southwest metro Orlando urban area, these two rail projects are among our top regional transportation priorities. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide for a more sustainable future. Connectivity is a crucial quality of life as well as a business issue for our future growth.

We are very grateful that a substantial federal investment is being made in both rail projects. However, their effectiveness will be improved by providing a direct connection for the convenience of passengers. For this reason, we feel a thoughtful evaluation of options would be in the best interest of all parties. An excellent opportunity for doing this is with financial assistance through the TIGER II Planning Grant/Sustainable Community Challenge grant program.

If this grant application is approved, we look forward to working closely with the Florida Department of Transportation and our regional partners on this project to further enhance regional transportation connectivity in Central Florida.

Sincerely,

A handwritten signature in blue ink that reads "H. Paul Senft".

H. Paul Senft  
President  
Haines City Economic Development Council

August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

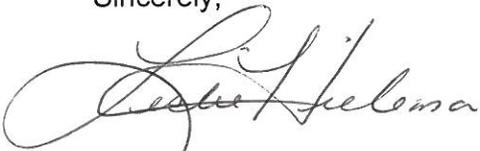
Dear Ms. Downs:

I am pleased to provide this letter in support for the application that is being filed by the Florida Department of Transportation with the federal government for a TIGER II Planning Grant/ Sustainable Community Challenge Grant for the purpose of evaluating alternatives to provide a direct connection between the Florida high speed rail project and the SunRail commuter rail project.

As a leading business organization in Central Florida, we understand the critical importance these projects will have on our community. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide a more sustainable future.

We are very grateful that a substantial federal investment is being made in both rail projects. However, their effectiveness will be improved by providing a direct connection for the convenience of passengers. For this reason, we feel a thoughtful evaluation of options would be in the best interest of all parties. An excellent opportunity for doing this is with financial assistance through the TIGER II Planning Grant/Sustainable Community Challenge grant program.

Sincerely,



Leslie Hielema  
President  
Orlando, Inc. (Orlando Regional Chamber of Commerce)

August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

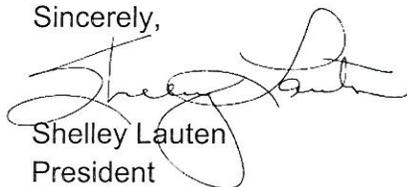
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As a public/private partnership in Central Florida, we understand the critical importance these projects will have on our community. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide a more sustainable future.

We are very grateful that a substantial federal investment is being made in both rail projects. However, their effectiveness will be improved by providing a direct connection for the convenience of passengers. For this reason, we feel a thoughtful evaluation of options would be in the best interest of all parties. An excellent opportunity for doing this is with financial assistance through the TIGER II Planning Grant/Sustainable Community Challenge grant program.

Sincerely,



Shelley Lauten  
President  
*myregion.org*  
Connecting our Communities



**ADDRESS**  
75 South Ivanhoe Boulevard  
P.O. Box 1234  
Orlando, Florida  
32802-1234 USA

**TELEPHONE**  
407.835.2445  
800.900.5315 (Toll Free)

**FACSIMILE**  
407.835.2500

**WEBSITE**  
[www.myregion.org](http://www.myregion.org)



August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

Dear Ms. Downs:

I am pleased to provide this letter in support for the application that is being filed by the Florida Department of Transportation with the federal government for a TIGER II Planning Grant/ Sustainable Community Challenge Grant for the purpose of evaluating alternatives to provide a direct connection between the Florida high speed rail project and the SunRail commuter rail project.

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Sincerely,

A handwritten signature in black ink, appearing to read "Christine Michaels".

Christine Michaels  
President & CEO  
Melbourne Regional Chamber of East Central Florida  
1005 E. Strawbridge Ave.  
Melbourne, FL 32901



Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
Deland, Florida 32720

August 20, 2010

Dear Ms. Downs:

The South Lake County Chamber of Commerce is pleased to provide this letter in support of the application that is being filed by the Florida Department of Transportation with the federal government for a TIGER II Planning Grant/ Sustainable Community Challenge Grant for the purpose of evaluating alternatives to provide a direct connection between the Florida high speed rail project and the SunRail commuter rail project.

As a leading business organization in Central Florida, we understand the critical importance these projects will have on our region. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide a more sustainable future.

We are very grateful that a substantial federal investment is being made in both rail projects. However, their effectiveness will be improved by providing a direct connection for the convenience of passengers. For this reason, we feel a thoughtful evaluation of options would be in the best interest of all parties. An excellent opportunity for doing this is with financial assistance through the TIGER II Planning Grant/Sustainable Community Challenge grant program. Please give this your highest consideration.

Sincerely,

*Ray San Fratello*

Ray San Fratello, President  
South Lake Chamber of Commerce



ECONOMIC DEVELOPMENT ■ TOURISM & SPORTS MARKETING ■ SMALL BUSINESS DEVELOPMENT CENTER

August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

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As a leading business organization in Central Florida, we understand the critical importance these projects will have on our community. They are expected to transform our landscape and accelerate the progressive planning activities that are underway to provide a more sustainable future.

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Sincerely,

Tom Patton  
Executive Director  
Central Florida Development Council



August 20, 2010

Ms. Noranne Downs  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

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Sincerely,

A handwritten signature in black ink that reads "Larry McKinney".

Larry McKinney, CEcD, CCE  
President  
Daytona Regional Chamber of Commerce  
126 East Orange Avenue, Daytona Beach, Florida, USA 32114  
386.255.0981

[www.daytonachamber.com](http://www.daytonachamber.com) [www.choosedaytona.com](http://www.choosedaytona.com) [www.officialbikeweek.com](http://www.officialbikeweek.com)  
[www.volusiacountybbc.com](http://www.volusiacountybbc.com) [www.daytonabeachsports.com](http://www.daytonabeachsports.com) [www.motorsportsdaytonabeach.com](http://www.motorsportsdaytonabeach.com)

***The Great American Destination***