Agenda

1. Background & Chronology of Rail Planning and Development at MCO
2. Review of Alternatives and Proposed Recommendations
3. Recommendations to Submit to the Florida Rail Enterprise (“FRE”)
Background

Chronology of Rail at MCO
Chronology Summary of Rail at MCO

1981  Original Terminal Opens
1988  Master Plan Report
1990  Port Canaveral to OIA Corridor Study
1990  South Terminal Complex Concept
1995  Master Plan Update
1996  Terminal Development Plan
2000  Cross State Rail Feasibility Study
2003  Florida High Speed Rail Proposals
2004  FDOT Intermodal Station Concepts
2006  Intermodal Center Presentation
15.3.2 High Speed Train

The State of Florida, as part of its long range transportation plan, is considering high speed rail, also shown on Exhibit 15.8, as part of a comprehensive effort to provide an effective, efficient model split in its transportation plan. Preliminary studies have identified a corridor, which has terminals in the Tampa Bay and Miami areas. It begins on the West Coast, traveling east across the State through Orlando, then heading southeast along the I-95 corridor to Miami. While the potential stations and numbers of stops have yet to be fixed, Orlando International Airport has been identified as a potential station.

As such, Orlando International Airport has, as part of its master plan, provided for a station stop for the high speed rail system on the east side of the terminal. Traveling from the West Coast, the high speed rail system would come in from the south, remaining at-grade through the airport, and leaving to the north.

No particular time frame has been identified for potential construction of the high speed rail system.
PROPOSED UTILITY CORRIDOR
Between Port Canaveral and Orlando International Airport
Final Report
PRESENTED TO:
CANAVERAL PORT AUTHORITY
GREATER ORLANDO AVIATION AUTHORITY
PRESENTED BY:
Parsons Brinckerhoff Quade & Douglas, Inc.

Subconsultants:
Camp Dresser & McKee, Inc.

Specialty Consultants:
Biological Research Associates, Inc.
Davis & McSharry
Doe Engineering, Inc.
Herbert/Hallack, Inc.
RSL/Janney & Associates, Inc.

JULY 1991
Mid Crossfield Taxiway Bridges
Includes Corridor Width for Multiple Forms of Rail

Future Rail Corridor
Tom Chandler
Orlando International Airport

HIGH SPEED RAIL STATUS UPDATE & STATION CONCEPT OVERVIEW

March 17, 2010

GREATER ORLANDO AVIATION AUTHORITY
AGENDA

- Florida Rail Enterprise Request
- Florida Rail History
- Planned Rail Transit
- Multi-Modal Transit History
- Recommended High Speed Rail Terminal Location
- Recommendations
- Questions
Florida Rail Enterprise Request

- Preferred High Speed Rail Station Location at Orlando International Airport
- GOAA’s Expectations for the Orlando International Airport Station Scope Responsibilities with FDOT
- Preferred High Speed Rail Maintenance Facility Location
Florida Rail History
History of Florida & Central Florida High Speed Rail

- **Florida High Speed Rail Study – 1982**
- **Florida High Speed Rail Commission – 1984 to 1991**
- **Environmental Impact Statement for the Tampa /Orlando segment completed - 2007**
- **The American Recovery and Reinvestment Act designates funding for the development of a high-speed intercity passenger rail system – 2009**
- Florida applies for Federal funding to build Tampa/Orlando Line and plan the Orlando/ Miami Line - 2009
- The Florida State House and Senate pass legislation to fund rail in Florida – 2009
- **The Florida Department of Transportation awarded $1.25 billion from the Federal Railroad Administration – 2010**
History of Central Florida SunRail

- Central Florida Commuter Rail Authority, Project Feasibility Report – 1992
- State of Florida agrees in principle to purchase CSX Line from DeLand to Poinciana – 2006
- Florida legislature fails to consider purchase agreement - 2008
- Federal Transit Administration approves project to proceed into preliminary engineering phase - 2006
- Federal Transit Administration approves final design of Phase I – 2008
- Florida State legislature defeats project - 2009
- In a special session of the legislature, House and Senate passed the DeLand to Poinciana purchase agreement – 2009
History of Central Florida Light Rail

- LYNX “Regional Systems Plan” identifies the regional I-4 corridor for high capacity transit and the corridor to Orlando International Airport for premium transit service – 1994

- FDOT Final Alternative Analysis Report recommends the Sand Lake Road to International Drive as the preferred “Airport Corridor” alignment - 2005
Planned Rail Transit
The Florida High Speed Rail Authority’s long-term Vision Plan calls for a statewide high speed rail system to reduce traffic congestion and provide alternatives to the traveling public.

The system would closely parallel existing highways and connect Florida communities, cities, airports and seaports throughout five major regions of the state.

- **Tampa to Orlando Phase I Operational - 2015**

**VISION PLAN**

- Northwest Florida
- Northeast Florida
- Central Florida
- Southwest Florida
- Southeast Florida
- Possible Routes
SunRail - Central Florida

- Completed Route – 61 miles from DeLand through Downtown Orlando to Poinciana Blvd near Kissimmee

- **Phase I** - DeBary to Sand Lake Road station - 31 miles, 12 station stops – System Operational 2013

- **Phase II** - Sand Lake Road to Poinciana south of Kissimmee and north from DeBary to DeLand, 30 miles, 5 additional station stops – System Operational, 2015

- Two intermodal centers at Lynx Central Station in downtown Orlando and in the Sand Lake Road area
The 22 mile **North-South Light Rail Alignment** would extend from **Altamonte Springs** and end near the **Orange County Convention Center at SeaWorld Orlando**.

The 15.2 mile **OIA Connector Route** with 13 stations, connects **Orlando International Airport** to **International Drive** and the planned Canadian Court Intermodal Center where it would connect with the **North-South Light Rail Alignment**.
SunRail - Central Florida

- Potential **Linkage to Orlando International Airport** and **High Speed Rail** utilizing the **existing rail corridor** to the Orlando Utilities Commission’s Stanton Power Plant.

- The existing rail corridor can **accommodate additional future rail lines** within the **120 foot rail Right-of-Way**.

GREATER ORLANDO AVIATION AUTHORITY

March 17, 2010
Rail Routes to Orlando International Airport

March 2010

LEGEND
Stations
- High Speed Rail
- Commuter Rail
- ITS
- Light Rail
- HSR Maintenance Facility

Rail Systems
- Phase 1 High Speed Rail (2015)
- Commuter Rail Phase 1 (2013)
- Commuter Rail Phase 2 (2015)
- Commuter Rail Airport Connection (2015)
- ITS (2015)
- Light Rail (Date TBD)
Multi-Modal Transit History
Executive Director’s Working Group on Rail Transportation

- **Participants**
  - Tom Chandler - General Consultant
  - Marcos Marchena – General Legal Counsel
  - Dykes Everett – Real Estate Consultant
  - Rob Brancheau – GOAA Planning
  - Jim Rose – GOAA Commercial Properties

- **Goal**
  
  Identify the recommended Multi-Modal Rail Station location for Orlando International Airport
Objectives

- Advance the Greater Orlando Aviation Authority’s position as the global, state and regional transportation center of the future

- Maximize the potential long term transportation options for future Orlando International Airport growth

- Provide interconnectivity to multi modes of transportation within the regions current and future transportation system
Current OIA Rail Master Plan

- Established Eastern North/South Rail Corridor through Orlando International Airport

- Planned Stations at North Terminal Complex & South Terminal Complex

- Rail accommodation for Multiple Transportation Modes

- Intermodal Transportation System (ITS) connects North Terminal Complex with South Terminal Complex
High Speed Rail Terminal Location Considerations

1 - North Terminal Complex Site Location

2 - South Terminal Complex – East Site Location

3 - South Terminal Complex – Central Site Location

4 - South Terminal Complex – West Site Location
Station Recommendation

- Ability to co-locate 4 Rail Systems at a single station on ONE Level

- Central Location between the future Terminals C and D offers Transit Modal Connectivity

- Direct access to the North Terminal Complex

- Provides for the development of a “Great Hall” and the opportunity to extend the “Orlando Experience”
**STC/Multi-Modal Terminal Benefits**

- Interconnectivity to multi modes of transportation

- Creates a “Seamless Travel Experience” across all Modes of Travel

- Provides the North Terminal Complex capacity relief as an intermodal transportation center initially
**STC/Multi-Modal Terminal Benefits**

- Co-location of 4 rail systems: High Speed Rail, Light Rail, Commuter Rail and Intermodal Transportation System (ITS)

- Consolidates the Multi-Modal Transit Systems around a Centralized Atrium/Lobby Hub Station

- Adjacent to future large scale Garage Parking, Rental Car Facilities, Lynx Bus, Taxi Accommodations and other Ground Transportation Options

- Simplify ITS system design
STC/Multi-Modal Terminal
Initial Phase

Conceptual Program:

- Passenger Services Lobby
- Parking
- Curbside Services
- Ticketing
- Baggage Sorting
- Bag Claim
- Concessions
- Rent-A-Car
- Ground Transportation
STC/Multi-Modal Terminal

Level 3 – Transfer Level and Hotel Lobby

- Unifying feature of the future South Terminal design
- The ability to develop the “Great Hall” as an extension of seamless travel and the Orlando Experience
- Direct connectivity to air and ground transportation
- Incorporates passenger convenience with food and beverage and retail concessions
STC/Multi-Modal Terminal

Exterior Concept
High Speed Rail Maintenance Facility Recommendation

- Adjacent to proposed Rail Corridor
- Easy access to regional road network
- Area zoned for industrial uses
- Available infrastructure for site development
- 47 ± Acres
Recommendations
It is respectfully requested that the Aviation Authority Board resolve to approve responses to the Florida Rail Enterprise questions as included in Attachment A and authorize the Executive Director to forward the information to the Florida Rail Enterprise following satisfactory review by legal counsel.