

APPROVED BY THE BOARD OF COUNTY
COMMISSIONERS AT THEIR MEETING

FEB 20 1989

(Date)

ORANGE COUNTY RESOLUTION NO. 89-M-07

**A RESOLUTION ADOPTING CRITERIA AND RELATED POLICIES
FOR THE EVALUATION OF MASS TRANSIT SYSTEMS**

WHEREAS, the Board of County Commissioners (hereinafter the "Commission") is the governing body of Orange County government, and

WHEREAS, the Board of County Commissioners will be called upon from time to time to review proposals for mass transit systems and to prepare report(s) as to the effect(s) of proposed projects on matters within its jurisdiction; and

WHEREAS, to adequately review and report on such matters, the Board of County Commissioners recognizes the need to adopt certain criteria and related policies in order to conduct its review of all proposals and applications;

NOW, THEREFORE, be it resolved by the Board of County Commissioners of Orange County, Florida:

1. It shall be the policy of the Board of County Commissioners to review any and all proposals and applications for mass transit systems, including but not limited to applications submitted under Chapter 341, Florida Statutes, to determine their consistency with the following criteria and related policies, and the Board of County Commissioners shall hold a public hearing to determine whether or not the proposal or application is consistent with the criteria and related policies adopted herein, at least ten (10) days prior to the issuance of any report by the Board of County Commissioners.
2. Any mass transportation system that is proposed to be connected to a public facility, shall from its inception, be part of a public system designed to serve all major traffic generators in Orange County, in an efficient and non-discriminating manner.
3. The applicant for any mass transit system proposed to be connected to public facilities shall submit to the Board of County Commissioners its detailed plans, including all proposed routes, and frequency of service to all stations, and shall also demonstrate how the applicant will comply with Paragraph 2 above to provide a sufficient and safe mass transit system to Orange County.
4. Any applicant that proposes a system pursuant to provisions of Paragraphs 2 and 3 above and includes in the proposal a phasing program for development and construction must include assurances that all key phasing will occur through posting of bonds or other methods satisfactory to the Board of County Commissioners.

5. Any system proposed that will connect to public facilities and that contemplates crossing the Interstate Four corridor must provide in its initial construction phase at least one interconnection station interfacing with a major north/south mass transit route generally paralleling Interstate Four.
6. Stations shall be located so as to maximize joint use with existing, or anticipated, transfer facilities of the local transit authority.
7. Access to all stations shall be available to all modes of public mass transit.
8. Any station located on private property, in whole or in part, shall be located at a site acceptable to the Board of County Commissioners to assure that necessary public access corridors to such site are properly reserved.
9. Transfer privileges shall be instituted between any proposed system and all other modes of transportation, to and from stations. A mechanism for sharing fare revenue must be established.
10. All stations shall be designed to allow connections with subsequent mass transit technologies constructed and operated by separate providers.
11. The provider of any proposed system shall actively participate with the local transit authority to supply feeder service to termini and intermediate stations.
12. All stations, systems and vehicles used in any proposed project shall be accessible to the general population and the handicapped.
13. Contracts covering joint use facilities shall include adequate insurance and indemnification for all parties.
14. All proposed systems shall have the ability to interface with feeder bus systems and other mass transit systems.
15. All proposed systems shall have the potential to be expanded, upgraded, and integrated with area-wide mass transit systems.
16. The placement and number of stations shall be at appropriate locations and in sufficient number to ensure public access.
17. The placement of stations shall support downtown activity centers, employment centers, the airport, bus terminals, and/or other large concentrations of potential riders.
18. Any proposed system shall provide parking consistent with land use parking standards at all stations and transfer points.
19. All proposed systems must be consistent with the Orange County Growth Management Policy. All proposed mass transit systems shall support the development framework element (USA/RSA/Cluster/Infill).
20. All proposed systems shall respect the conservation goals, objectives, and policies of Orange County.

21. All proposed systems shall respect the future land use goals, objectives, and policies of Orange County.
22. In the event of abandonment or cessation of operation the applicant or proponent shall provide for the removal of all improvements, including guideways and vehicles, and provide adequate financial guarantees backing such obligation.

In addition, in the event of abandonment or cessation of operation, the applicant or proponent shall provide as an alternative for consideration the dedication or transfer of all improvements to the appropriate governmental body, at the sole option of such body, and provide adequate financial guarantees backing such obligation to ensure continued safe operation of the system in perpetuity.

23. In determining consistency with the above criteria and related policies, the Board of County Commissioners shall consider without limitation the following:
 - (a) To what extent is the proposed system located in the urban service area, rural service area or high growth activity center?
 - (b) Does the proposed system provide service and encourage growth in the urban service area, rural service area or activity center?
 - (c) To what extent does the proposed system take advantage of existing infrastructure systems?
 - (d) To what extent does the proposed system require extension and expansion of public infrastructure?
 - (e) To what extent are wetlands, lakes, rivers, and streams impacted by the proposed system?
 - (f) What is the amount of 100-year flood plain impacted by the proposed system?
 - (g) What is the amount of prime recharge area impacted by the proposed system?
 - (h) What is the amount of recreational area impacted by the proposed system?
 - (i) What is the amount of threatened or endangered plant and animal habitat that is impacted?
 - (j) To what degree does the proposed system create air, water and noise pollution?
 - (k) Are there alternative alignments that could reduce adverse impacts on subparagraphs (e) - (j) above?
 - (l) Are there mitigation measures to offset adverse impacts on subparagraphs (e) - (j) above?
 - (m) Would the proposed system have an adverse impact or be incompatible with existing or planned residential areas, both during and/or after construction?

- (n) Would the proposed system have an adverse impact or be incompatible with existing or planned schools, churches or other institutional uses?
- (o) To what extent does the proposed system have on the existing and proposed road network?
- (p) To what extent does the proposed system preempt transportation corridors or fare box revenue potentially available for other mass transit systems?
- (q) Does the proposed system reduce auto trips; is it cost and time efficient for auto users?
- (r) To what extent does the proposed system enhance economic growth; eliminate unduly long and traffic congested commutes for day-to-day commuters; create new employment opportunities; create a safer transportation alternative; serve as a positive growth management system for building a better and more environmentally secure community; and promote the health, safety and welfare of the citizens of this community?
- (s) What is the total capital, operating, maintenance and administrative costs?
- (t) What is projected patronage and is it sufficient to make system economically and financially viable; if not, how will all short falls be met?
- (u) What are the direct and indirect financial obligations of Orange County, State and Federal Government?
- (v) Does the proposed system utilize proven technology or experimental technology and how reliable is the system?
- (w) Are the trip lengths, patterns and operating characteristics sufficient to attract anticipated users?
- (x) How will routes and schedules be coordinated with other mass transit services?
- (y) Depending on the specific proposal, are there any other county policies, criteria or regulations which should be considered in reviewing the proposal?

ADOPTED this 20th day of February, 1989.

ATTEST: MARTHA O. HAYNIE, Clerk
Board of County Commissioners
of Orange County, Florida

ORANGE COUNTY, FLORIDA

BY: Mary J. Garrison
Deputy Clerk

BY: Sam Dorman

Chairman
Board of County Commissioners