

APPROVED  
BY ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS

NOV 10 1998

EB/BS

**RESOLUTION**  
*of the*  
**ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS**  
*regarding*  
**LIGHT RAIL TRANSIT**

**Resolution No. 98-M-51**

**WHEREAS**, construction of a regional light rail transit system is an important element of the Long Range Transportation Plan approved in 1996 by vote of METROPLAN ORLANDO; and

**WHEREAS**, construction of the north-south corridor of the light rail transit system is an integral element of the I-4 Multi-Model Master Plan approved by vote of METROPLAN ORLANDO in 1997; and

**WHEREAS**, a segment of the north-south corridor extending from downtown Orlando south to Central Florida Parkway (the "minimum operable segment") has been approved by vote of METROPLAN ORLANDO in 1998 as the first segment to be constructed; and

**WHEREAS**, the proposed minimum operable segment includes the 5.5-mile segment from Universal Studios to Sea World which was approved in principle by unanimous vote of the Orange County Board of County Commissioners in 1996 calling for light-rail technology, located at grade, on International Drive, with eight stations, funded by a public-private partnership; and

**WHEREAS**, the Orange County Board of County Commissioners amended the Tourist Development Plan in 1998 to authorize \$53 million (in 1997 dollars) in capital for transportation services to be provided to convention center patrons between the convention center and its parking facilities. The facilities for these transportation services could be and are expected to be constructed as a part of the minimum operable segment; and

**WHEREAS**, the County Chairman has signed a letter of intent with Universal Studios Escape which calls for Universal to provide \$20 million in capital for the minimum operable segment; and

**WHEREAS**, since 1978, this community has been involved in transit planning and analysis; and

**WHEREAS**, the light rail transit project has followed the prescribed federal development process resulting in completion of a Final Environmental Impact Statement; and

**WHEREAS**, the Southeast Orange Transportation Analysis ("SOTA"), the 1994 Central

Florida Regional Transportation Authority (“CFRTA”)-Regional Systems Plan Study and the 1997 Airport Corridor Major Investment Study all incorporate the light rail transit project; and

*WHEREAS*, the minimum operable segment of the proposed light rail transit system was approved by the Central Florida Regional Transportation Authority on February 26, 1998 and by METROPLAN ORLANDO on March 11, 1998; and

*WHEREAS*, LYNX and the CSX Railroad are presently discussing the possibility of joint use of a portion of the CSX right-of-way for light rail purposes; and

*WHEREAS*, the Florida Department of Transportation strongly supports the adopted light rail transit plan and has committed to fund twenty-five percent (25%) of the capital costs of the light rail transit system, not to exceed \$400,000,000; and

*WHEREAS*, the Federal Transit Administration fully supports the proposed light rail transit plan and has expressed a willingness to fund fifty-five percent (55%) of the capital costs of the entire proposed Light Rail Transit system; and

*WHEREAS*, LYNX has proposed a plan to finance the minimum operable segment, which includes a funding partnership of the Federal Transit Administration, FDOT, City of Orlando, I-Drive Master Transit and Improvement District, Universal Studios, Downtown Development Board and Orange County, which is summarized in the attached Exhibit “A” (the “Finance Plan”); and

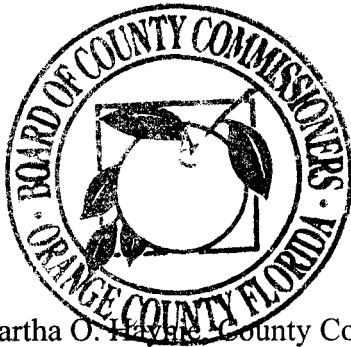
*WHEREAS*, the Board of County Commissioners has determined that light rail transit should play a role in resolving Central Florida’s long-range transportation needs in order to serve the health, welfare and safety of the citizens of Orange County.

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

*Section 1.* Orange County supports the proposed Finance Plan for the minimum operable segment and will cooperate with LYNX and the other funding partners to negotiate a transaction plan that will describe in detail the contributions of the funding partners, and to negotiate detailed financial agreements, substantially consistent with the proposed Finance Plan.

**Section 2.** Orange County supports including a light rail segment from Orlando International Airport to International Drive as a part of the first construction of light rail transit from the airport.

**ADOPTED THIS 10TH DAY OF NOVEMBER, 1998.**



**ORANGE COUNTY, FLORIDA**  
By: Board of County Commissioners

By: *Linda W. Chapin*  
Linda W. Chapin  
County Chairman

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

By: *Martha O. Hayes*  
Deputy Clerk

# Central Florida Light Rail Transit System Finance Plan

## CAPITAL

<b>Funding Source</b>	<b>Amount \$ millions Year of Expenditure</b>
Federal Transit Administration	330
Florida Department of Transportation	
• Capital	135
Orange County Convention Center	
• Capital	58
• Capitalize O & M (30 yrs)	16
IDRA Properties	23
Downtown Properties	16
State Infrastructure Bank*	22
<b>Total</b>	<b>\$600</b>

## OPERATIONS AND MAINTENANCE

<b>Funding Source</b>	<b>Annual Amount 2003 \$ millions</b>
Farebox	\$6.1
Universal Studios Escape (Present Value \$20 million)	1.4
Orange County	3.7
City of Orlando	3.7
Florida Department of Transportation	3.7
<b>Total</b>	<b>\$18.6</b>

\* In return for Universal Studios paying a portion of operations and maintenance cost which the city and county had expected to pay, the city and county will contribute \$11 million each, utilizing the State Infrastructure Bank loan.