

WE'VE BEEN WORKING ON THE RAILROAD



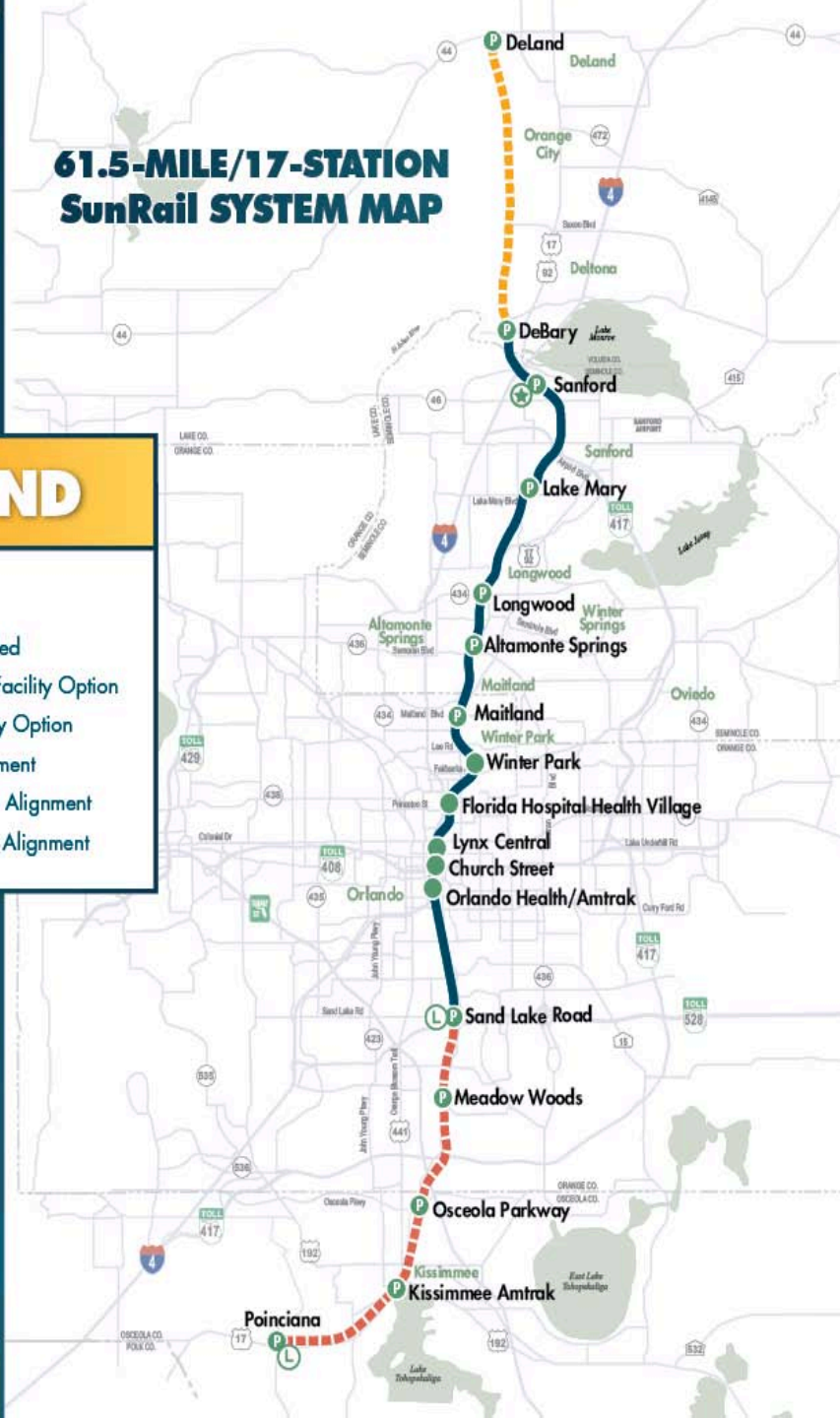
A BETTER WAY TO GO!



61.5-MILE/17-STATION SunRail SYSTEM MAP

LEGEND

- Stations
- P Parking Provided
- ★ Maintenance Facility Option
- L Layover Facility Option
- Phase 1 Alignment
- Phase 2 North Alignment
- Phase 2 South Alignment



Phase I –
DeBary to Sand Lake Road

- By 2014

Phase II North –
DeBary to Deland

Phase II South –
Sand Lake Road to
Poinciana

- By 2016

30-minute peak service
in each direction:

- 5:30 a.m. – 8:30 a.m.
- 4 p.m. – 7 p.m.

2-hour off-peak service in
each direction





DBM – Design, Build and Maintain the SunRail corridor

- Maintaining the corridor
- Double-tracking corridor
- Installing new signals
- Building platforms, Operations Control Center and maintenance facility
- Overall completion: 82%





Operations Control Center

Dispatch Room

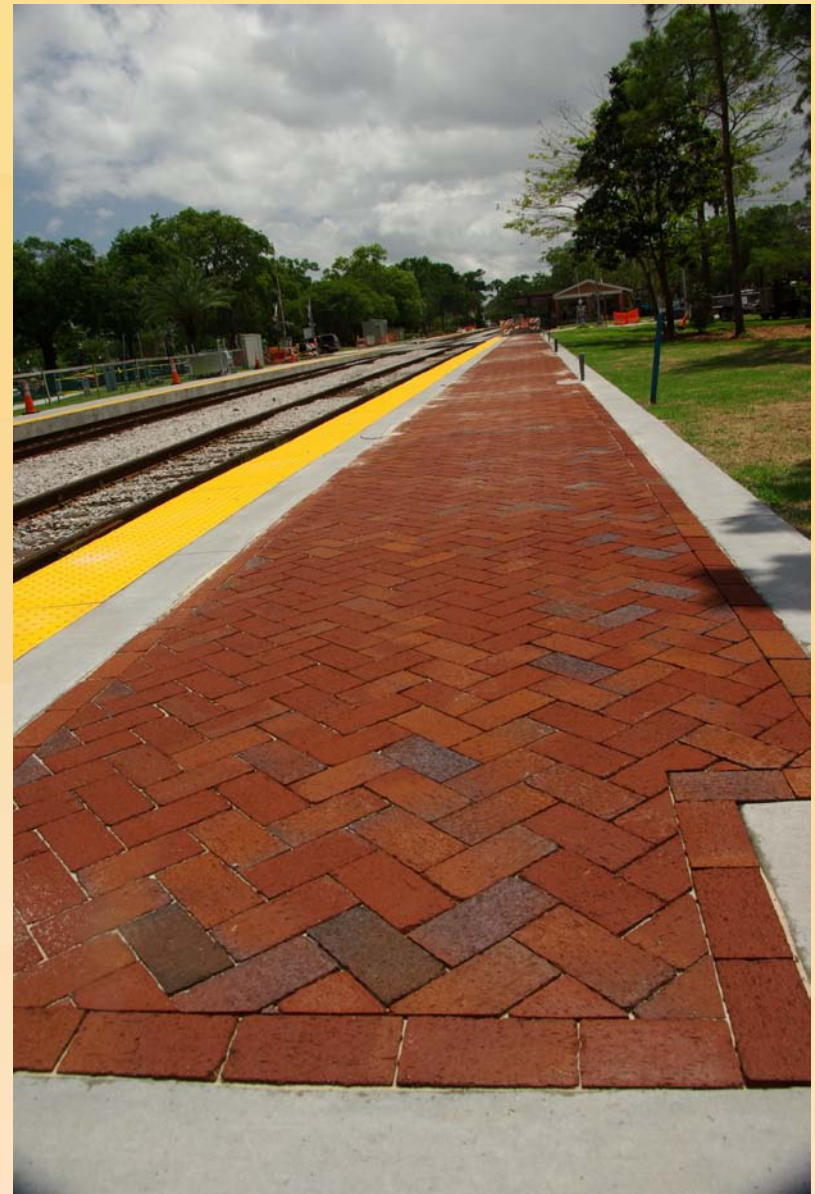


Service and Inspection Facility



Station Finishes Contracts

- **#1 Archer Western**
 - DeBary, Sanford, Lake Mary, Altamonte Springs, Florida Hospital, LYNX, Orlando Health
 - Overall completion: ~ 76%
- **#2 Welbro**
 - Longwood, Maitland, Winter Park, Church Street, Sand Lake Road
 - Overall completion: ~ 63%



DeBary





Church Street Station

Locomotives

- Motive Power (Boise, ID)
 - 10 locomotives (7 for Phase 1 and 3 for Phase 2)
 - Delivery – Fall 2013
 - 1st Locomotive arrives late August/early September



Coaches/Cab Cars

- Bombardier (Plattsburgh, NY)
 - 20 passenger cars (14 for Phase 1 and 6 for Phase 2)
 - Delivery – Summer 2013
 - 1st Cab Car arrives late July/early August

BOMBARDIER







Operations and Maintenance

- Awarded to Bombardier April 12, 2013
- Now mobilizing, hiring staff, training trainers
- Developing safety training plans for First Responders
- Responsibilities include:
 - Operations
 - Dispatching
 - Fleet maintenance
 - Track maintenance
 - Customer service
 - Station platform and facility maintenance
 - Material supply

BOMBARDIER
the evolution of mobility

Ticket Vending machines



Features include:

- Tap on/Tap Off technology
- SunCard balance check & reload
- Bus transfer card acceptance
- Intuitive touch-screen interface
- Two machines on each platform
- \$2 base fare with a \$1 zone charge for travel between counties
- Discounts for seniors, children, people with disabilities, frequent riders

Marketing and Business Development



- Safety outreach
- Pre-service ticket sales to consumers and businesses
- Community outreach

- Outdoor boards
- Radio
- Print publications
- Special Events
- Advertising opportunities
- Television Production



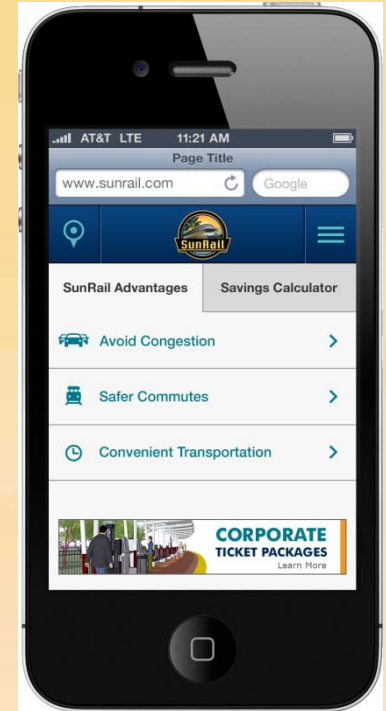
www.sunrail.com

Consumer Website launched May 22

- Station locations
- Train amenities
- Consumer benefits

On-line applications prior to service

- Train Tracker
- Trip Planner
- On-line sales of consumer passes
 - Buy and reload fare media
 - Card registration



Phase 2 South

- Design plans nearing 60% completion
- Coordinating stations with locals
- Right of Way Acquisition – under way
 - 10 out of 13 parcels acquired.



Phase 2 North

- Draft Project Development Application submitted to FTA on April 8, 2013
- Coordinating station concepts with locals



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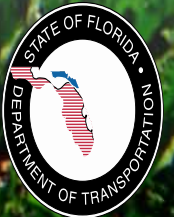


flickr.com/photos/RideSunRail



A Regional Transportation Solution

Florida Transportation Commission
July 2013

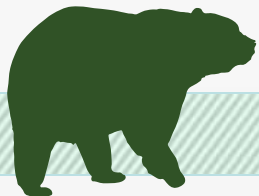


Project Description

- \$1.5 Billion Completion of Central Florida's Beltway
- 25-mile Toll Road
- Non-Toll Road Improvements:
 - 4- and 6-Laning about 7 Miles of SR 46 in Lake and Seminole Counties
 - Rebuilding the US 441/SR 46 Interchange in Mount Dora
 - Relocating CR 46A to Improve Wildlife Connectivity
 - Parallel Service Roads in East Lake and Seminole Counties
- Connectivity to SR 417 and I-4 Corridors

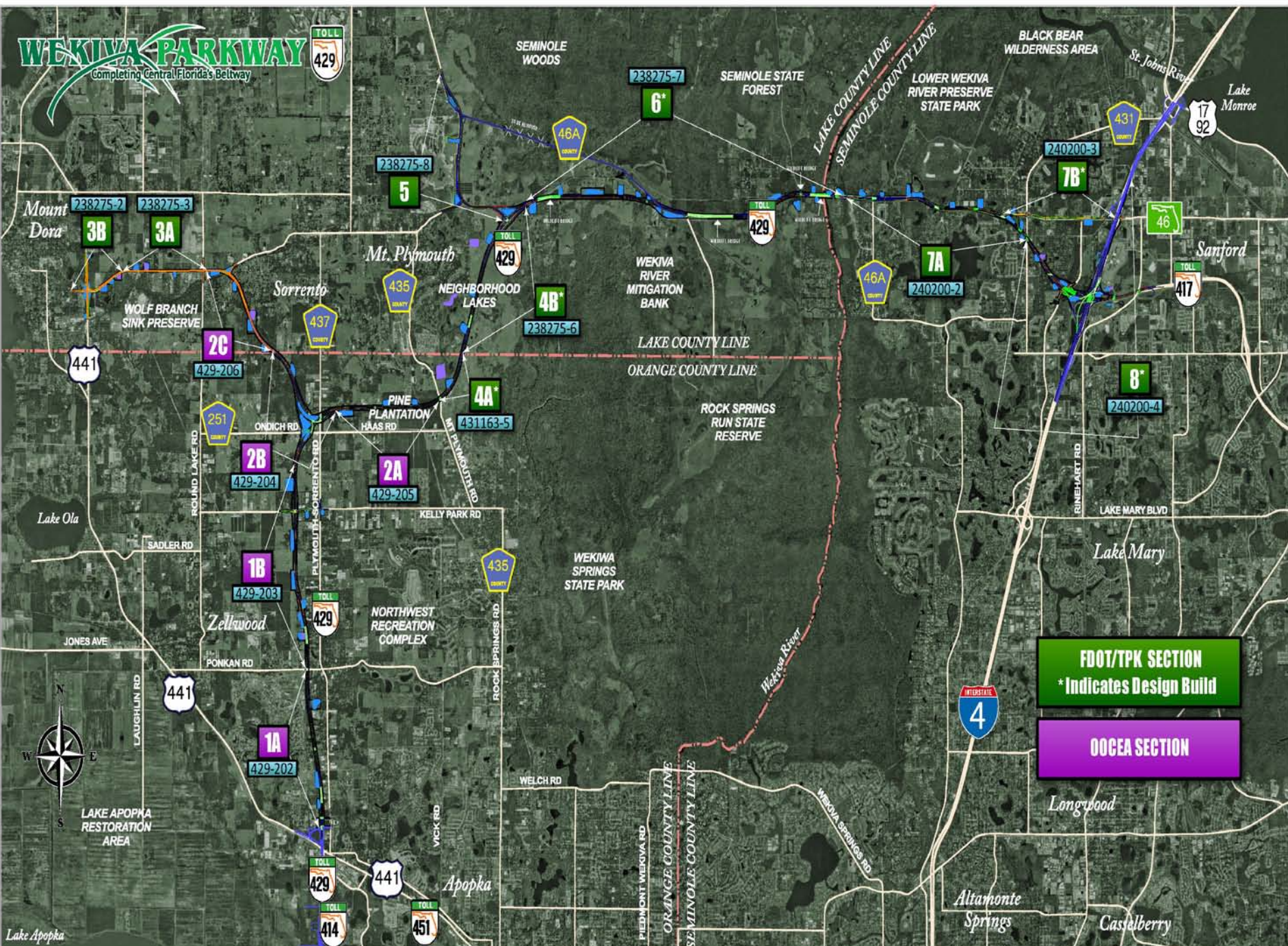


Funding Partners



WEKIVA PARKWAY

Completing Central Florida's Beltway



FDOT/TPK SECTION
* Indicates Design Build

OOCEA SECTION

FDOT/OOCEA Agreement

For each agency's respective sections they will:

Perform Final Design

Construct

Finance

Operate

Maintain

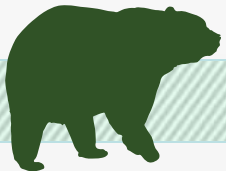
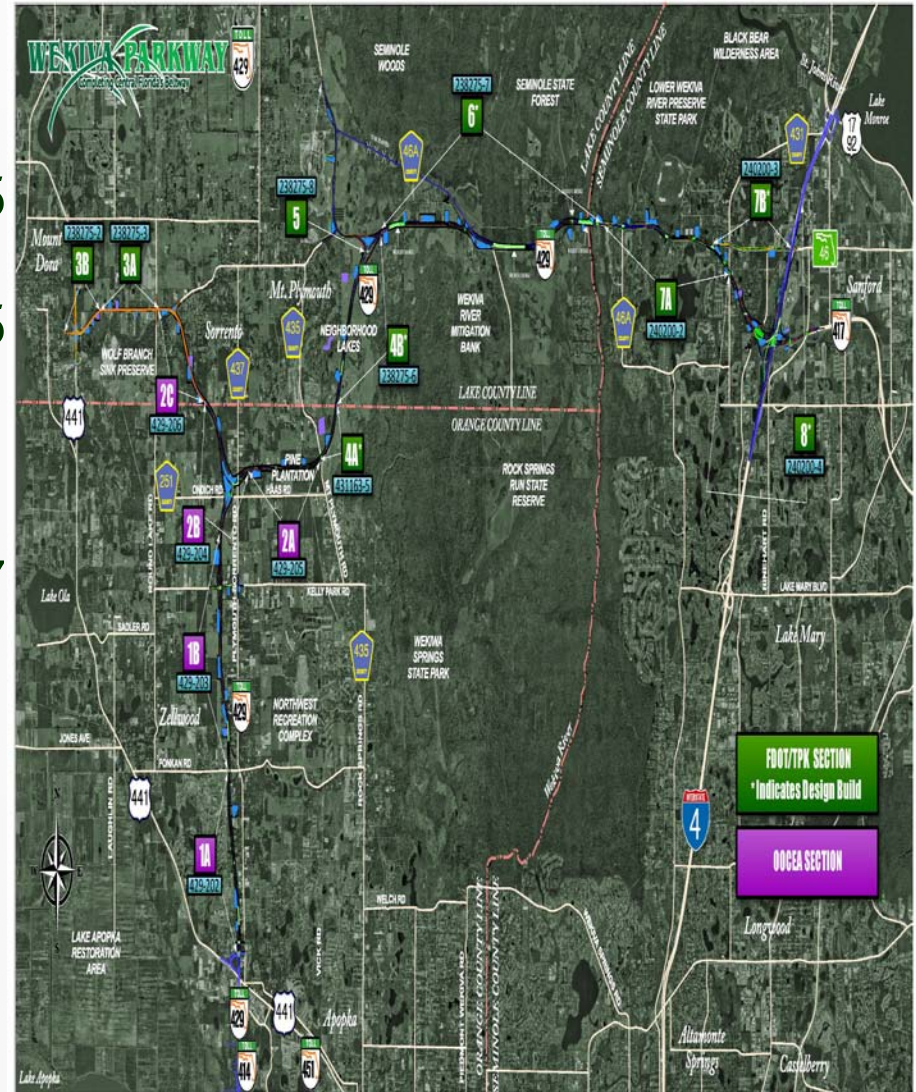
Collect Tolls

Keep All Toll Revenue



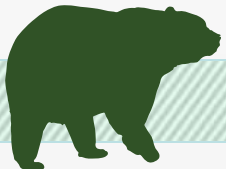
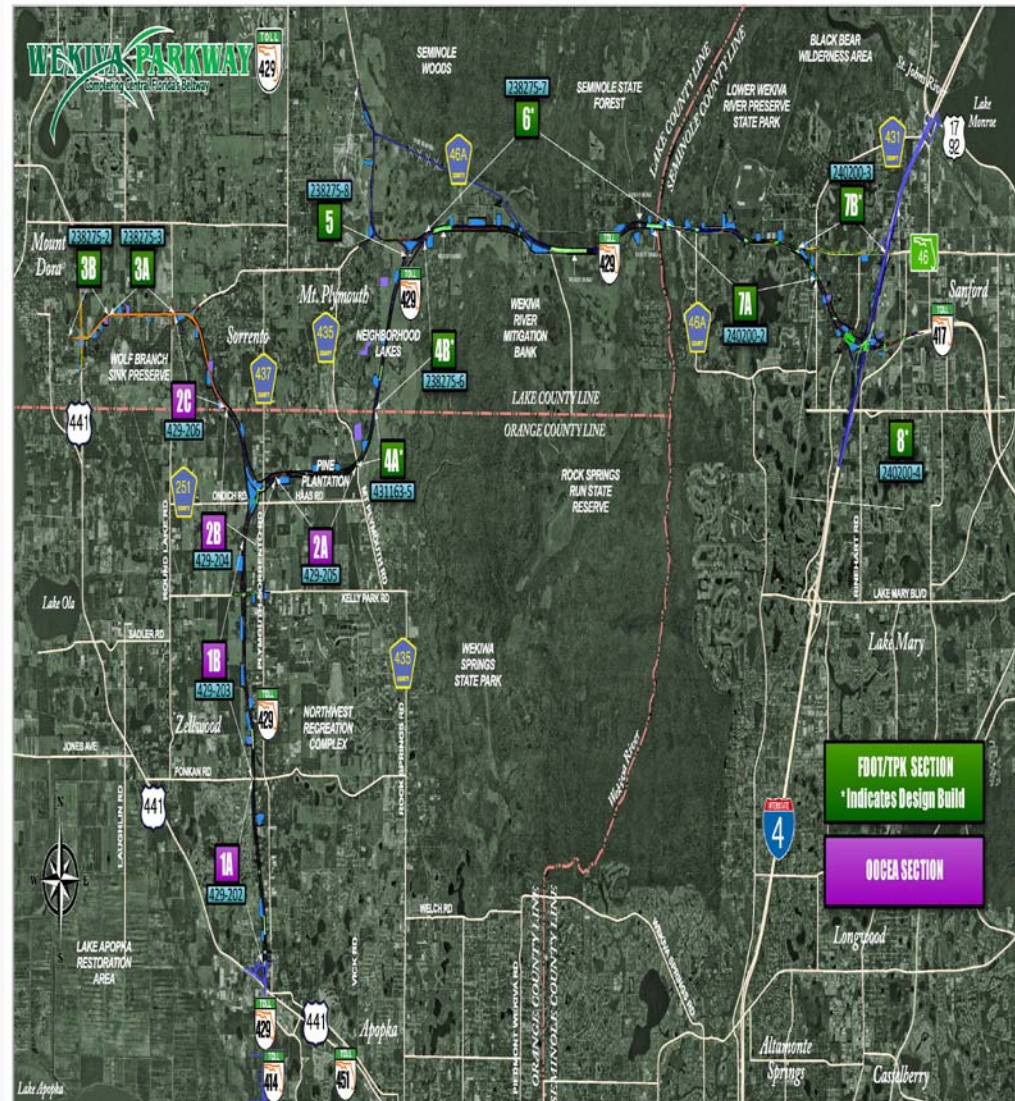
OOCEA Section Status

SECTION	DESIGN	CONSTRUCTION
1A	90%	FY15
1B	60%	FY15
2A	60%	FY18
2B	30%	FY17
2C	30%	FY18



FDOT Section Status

SECTION	DESIGN	CONSTRUCTION
3A	20%	FY17
3B	45%	FY17
4A/4B	Construction at 30%	
5	25%	FY17
6	20%	FY17
7A	20%	FY18
7B	0%	FY19
8	15%	FY19
CONSTRUCTION COMPLETE 2021		

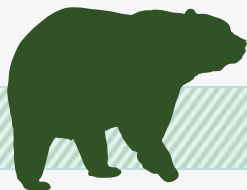


For More Information:

www.wekivaparkway.com

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Completing Central Florida's Beltway

FLORIDA DEPARTMENT OF TRANSPORTATION

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[FOOT PROJECTS](#)
[OOCEA PROJECTS](#)
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[PROJECT HISTORY](#)
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WELCOME

On behalf of the Florida Department of Transportation and the Orlando-Orange County Expressway Authority, thank you for your interest in the Wekiva Parkway design and construction projects. The Wekiva Parkway (State Road 429) is a cooperative effort between these agencies and the Florida's Turnpike Enterprise.

The Wekiva Parkway (SR 429) would connect to SR 417, completing the beltway around northwest metropolitan Orlando. This estimated \$1.7 billion project includes \$500 million of non-toll road improvements including:

- Building seven (7) miles of four- and six-lane of SR 48 in Lake and Seminole Counties
- Rebuilding the US 441/SR 48 interchange in Mount Dora
- Relocating the CR 48A connection to SR 48 to provide improved wildlife connectivity and additional local road system benefits

WEKIVA PARKWAY PROJECT SECTION MAP

Click on a Section Number for Project Details.

LATEST NEWS

Click on text for details

- May 2012
FOOT Advisories for Section 3B Design Firm
- June 2012
OOCEA Advisories for Section 2C Design Firm
- August 2012
FOOT Advisories for Section 5 Design Firm
- October 2012
Design-Build Team Selected for Sections 4A & 4B
- Fall 2012
Wekiva Parkway Groundbreaking

PROJECT DOCUMENTS

PRESENTATIONS

PRE & RELEASES

PUBLIC MEETING NOTICES

ALL NEWS

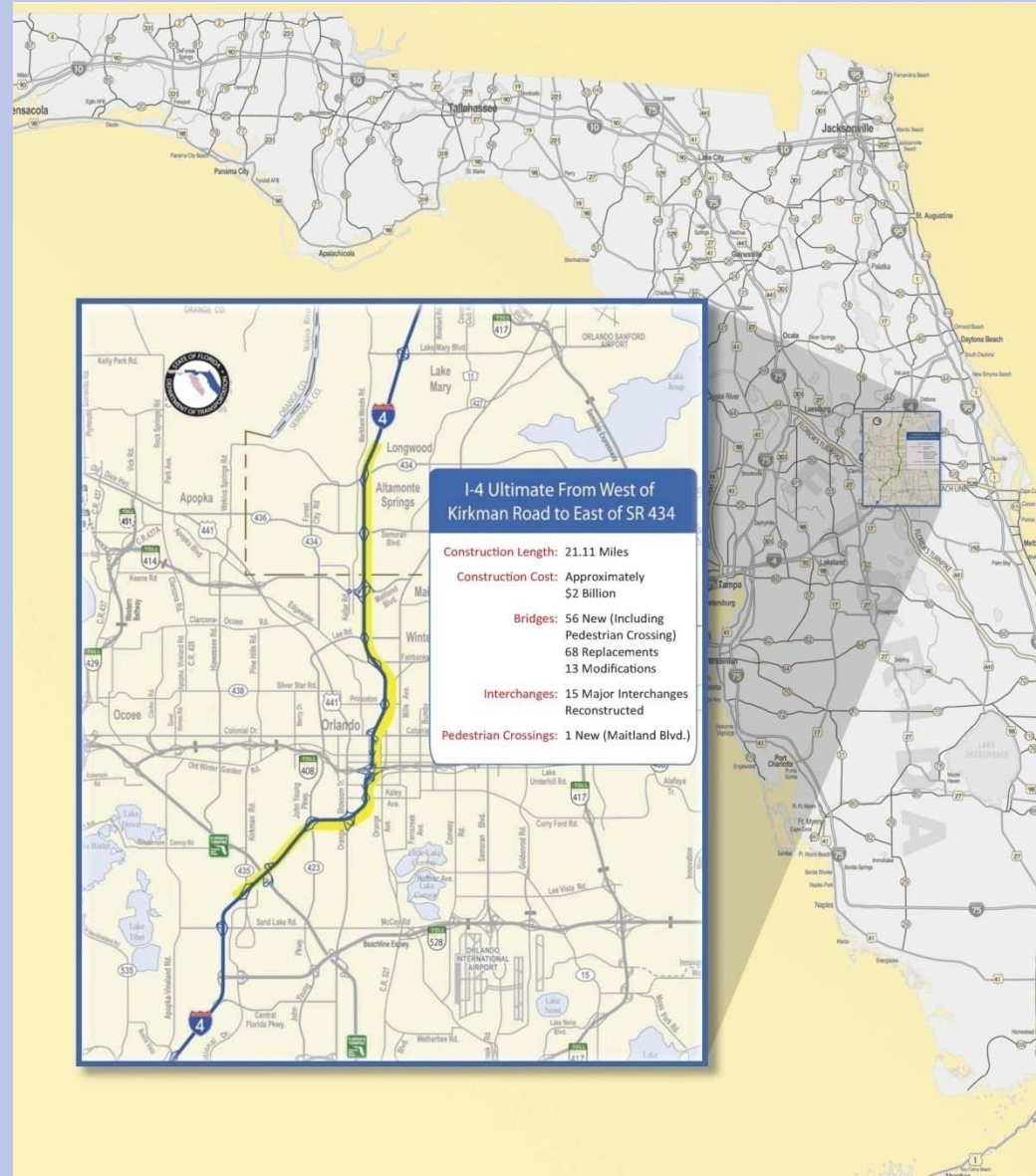
CONTACT US

Mary Brooks



I-4 ULTIMATE IMPROVEMENTS

- **Length:** Over 21 miles from West of Kirkman Rd. to East of SR 434.
- **What:** Reconstruction of Mainline & Interchanges
 - Addition of 4 Managed Lanes
 - Replace over 60 bridges
- **Design/Construction Duration:** ~ 6 years





I-4 ULTIMATE IMPROVEMENTS

- **Costs:**

- Design/Construction Costs \$2.1 billion
- Annual Operations & Maintenance \$5.8 million
- 57% of total Funding (over 35 years) will be from Toll Revenues



- **P3: Public Private Partnership**

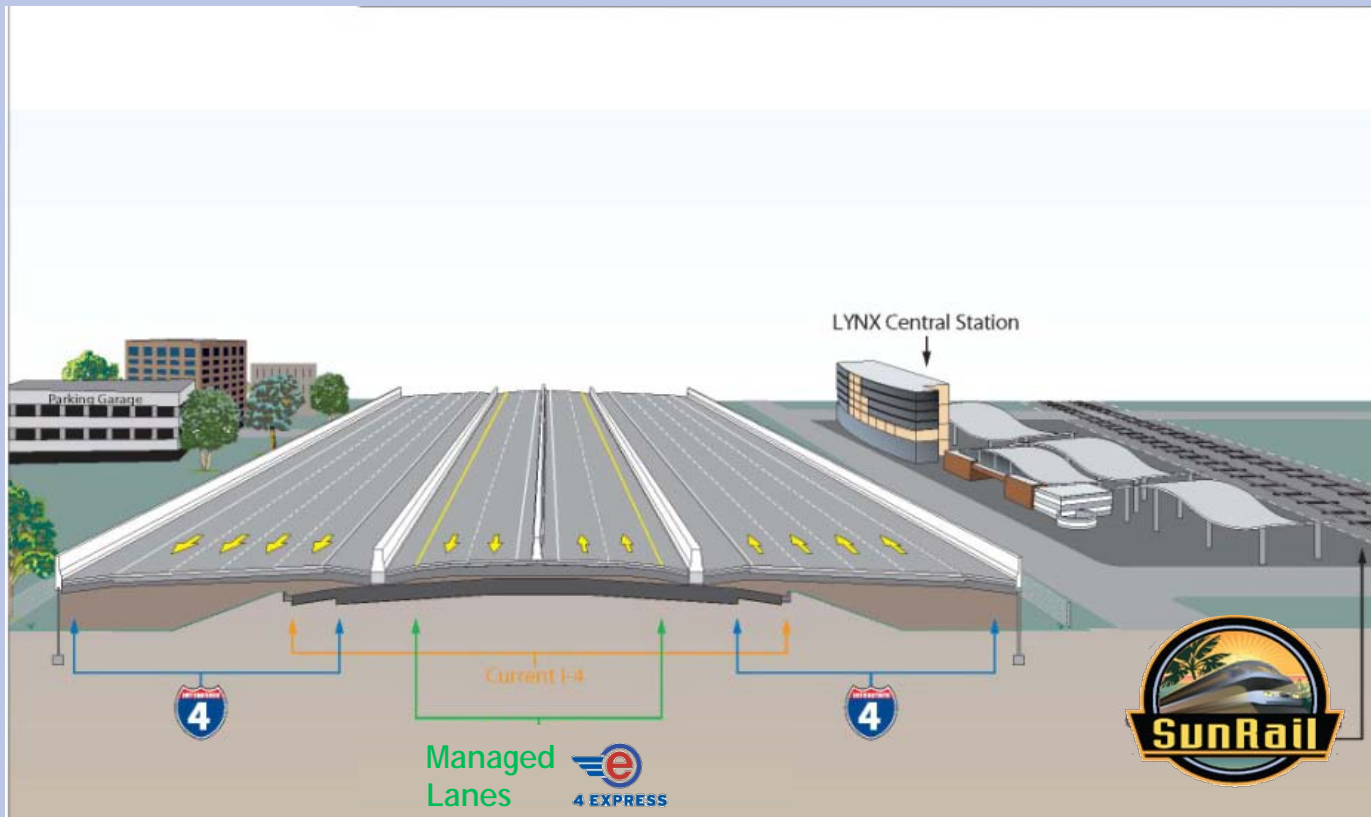
- Design-Build-Finance-Operate-Maintain
- 40 year contract term





I-4 ULTIMATE *Typical Section*

- 4 Managed Lanes (2 each direction) 
- 6 General Use Lanes (GUL) + Auxiliary Lane 

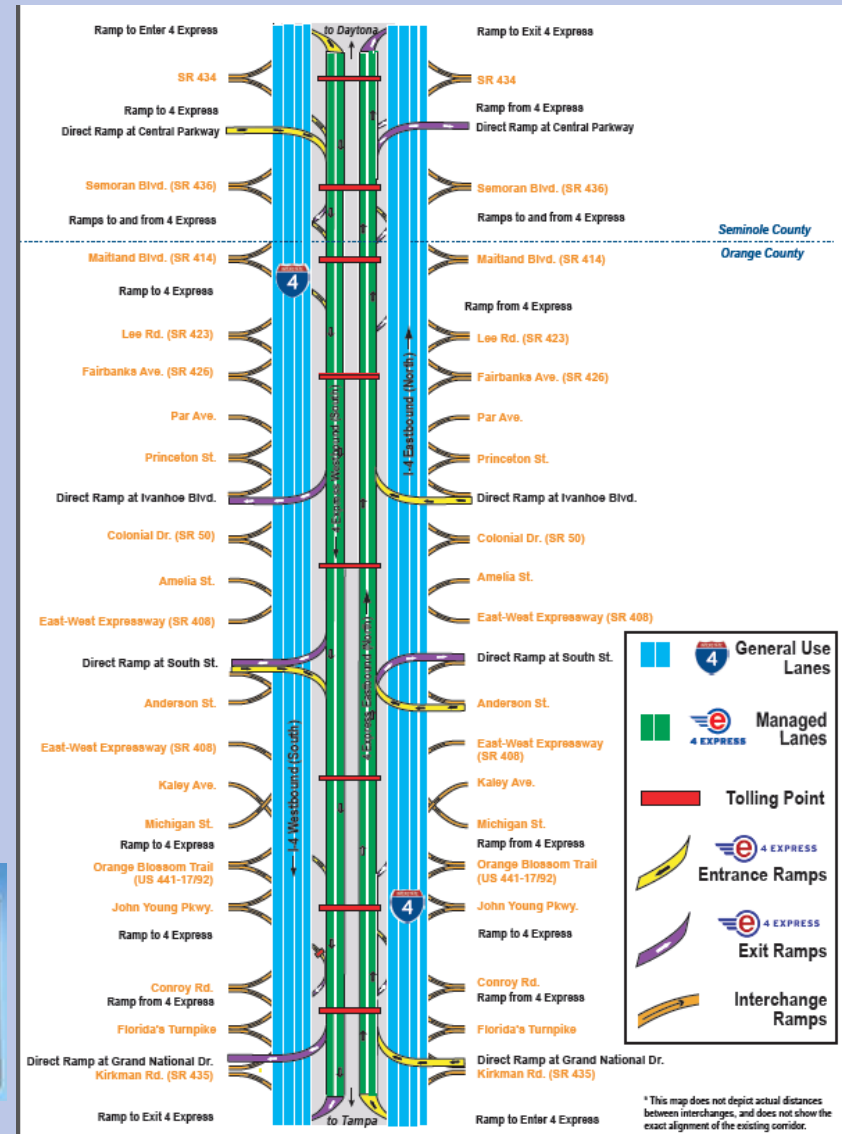




I-4 ULTIMATE

Access to Managed Lanes

- Toll risk to remain with FDOT
- Access to and from the tolled managed lanes will be limited.
 - Slip Ramp Access
 - Direct Ramp Access
- Considering Alternatives
 - Intended for longer trips
- Dynamic Tolling
- All Electronic Tolling
 - No toll by plate
- Everyone Pays
- No Trucks





I-4 ULTIMATE

Where Are We Now

- Right of Way – nearly complete, on schedule to have complete prior to notice to proceed.
- Preliminary 60% Plans have been completed.
- Permits Have Been obtained.
- Planning Level Traffic and Revenue Study (T&R) completed.
- Project Financial Feasibility Study completed.





Public-Private Partnerships Value Proposition



P3 Seeks to Achieve 5 Primary Goals

- To provide capacity improvements much sooner than possible under traditional pay-as-you go approach
 - 20 years sooner
- To eliminate project phasing and advance the overall project
- To capitalize on the private sector's innovation and access to capital markets
- Transfer of appropriate risk items to private partner
- To enhance long-term, lifecycle cost efficiency and service quality



Project Plan and Timeline



Industry Forum – March 4, 2013

Procurement Began with Request for Qualifications – March 8, 2013

Shortlist and Draft Release of Request for Proposals – June 5, 2013

Notice to Proceed – Fall 2014

**Hand Back and
Final Payment**

**Construction Complete,
All Lanes Open to Traffic** – ~2020

Procurement

**Design-Build
Construction
(Milestone
Payments)**

**Operations and Maintenance
(Availability Payments)**

2012

2014

~ 2020

~ 2054



PUBLIC INVOLVEMENT AND COMMUNITY OUTREACH

- Project Website
www.Moving-4-Ward.com
- Project Video
- Sign Up and be notified when there is a major update or announcement.

COMING SOON

PROJECT VIDEO **PROJECT MAP** **RENDERINGS** **GENERAL I-4 INFO**

I-4 ULTIMATE PROJECT UPDATE
Governor Scott and Florida Legislature give approval for I-4 Ultimate Project. Industry Forum March 4th, 2013. Traffic and Revenue Report Draft, [click here](#).

I-4 ULTIMATE PROJECT

Interstate 4 (I-4) is often called the backbone of transportation in Central Florida. I-4 provides a crucial link between Tampa on the west coast and Daytona Beach on the east coast. The interstate also plays a vital role serving one of the world's most vibrant and popular travel destinations, Central Florida. I-4 consists of seventy-three (73) miles of roadway in Central Florida and accommodates an average of 1.5 million trips daily in Osceola, Orange, Seminole and Volusia counties. The I-4 corridor is also considered a Designated Strategic Intermodal System (SIS) Highway Corridor link of the state's intermodal transportation network.

I-4 ULTIMATE PROJECT MAP

LOCATION AND PROJECT FACTS
The I-4 Ultimate Project is over 21 miles from West of Kirkman Road to East of SR 434. Please click on the map to the right to view the entire project corridor. Below are some interesting project facts:

Construction Length:	21.11 miles
Construction Cost:	Approximately \$2 Billion
Bridges:	56 New (Including Pedestrian Crossing) 68 Replacements 13 Modifications
Interchanges:	15 Major Interchanges Reconstructed