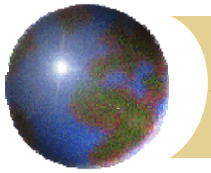


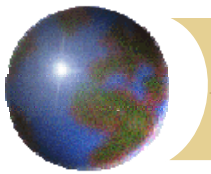
**Orange County/City of Orlando
CONSOLIDATION OF SERVICES
STUDY COMMISSION**

**TRANSPORTATION COMMITTEE
RECOMMENDATIONS**



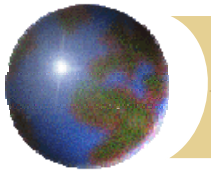
The Committee recommends:

V.3.7.1 That because of the obvious, well-documented differences in the two entities current signal systems, roadway maintenance standards, and road building demands, it is not appropriate to completely consolidate all transportation services at this time.



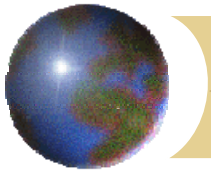
The Committee recommends:

V.3.7.2 That Orange County and City of Orlando transportation planners continue their close coordination concerning planning for roadways and operations of traffic signalization systems. This coordination should extend to all other jurisdictions in Orange County and with adjacent counties



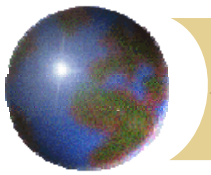
The Committee recommends:

V.3.7.3 That the City of Orlando join in Orange County's 311 Government Information and Service System as the traffic operations emergency number, and that Orange County and the City of Orlando identify and establish a stable permanent funding source for 311.



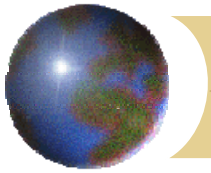
The Committee recommends:

V.3.7.4 That Orange County and the City of Orlando continue cooperation in the expansion of the provision of emergency power for signalized intersections.



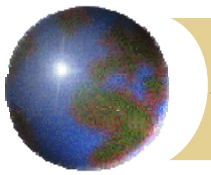
The Committee recommends:

V.3.7.5 That Orange County and the City of Orlando, and perhaps other adjacent jurisdictions, form a joint committee to decide what traffic signal standards should be adopted, and which hardware and software should be purchased within the next five years as technology advances to the next generation, and that that purchase be a joint purchase to ensure the interoperability and cost savings for Orange County and City of Orlando systems.



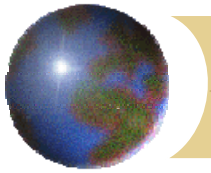
The Committee recommends:

V.3.7.6 That Orange County and the City of Orlando consolidate their traffic management centers after implementation of all of the above recommendations.



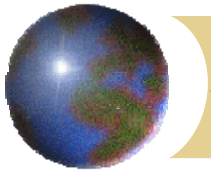
The Committee recommends:

V.3.7.7 That the Orange County Board of County Commissioners and the Orange County Sheriff's Office investigate and develop alternatives to clearing traffic accidents in a timely manner that don't depend on the limited resources of the Florida Highway Patrol.



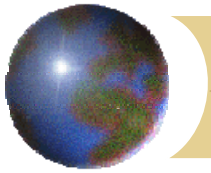
The Committee recommends:

V.3.7.8 That CSX remove freight trains from downtown Orlando areas during high traffic times.



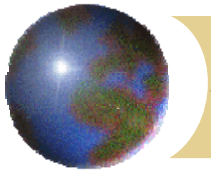
The Committee recommends:

V.3.7.9 That LYNX, as the only mass transit system for the Orange County area, have a secure, stable, adequate and dedicated funding stream (e.g. a rental car surtax, the local option gasoline tax, or an increase in the local sales tax).



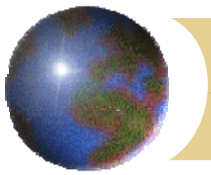
The Committee recommends:

V.3.7.10 That a recurring source of funding be established for transportation infrastructure demands (infrastructure capital and maintenance).



The Committee recommends:

V.3.7.11 That the Orange County Board of County Commissioners immediately utilize the additional capacity in the local option gasoline tax which is shared with the municipalities in the County to help address transportation needs.



The Committee recommends:

V.3.7.12 That the Orange County Board of County Commissioners and the City of Orlando City Council annually review funding mechanisms (impact fees, proportional fair share fees, and pay and go fees) to ensure they keep pace with the true cost of providing transportation infrastructure. Currently, the City's Transportation Impact Fee lags behind Orange County's Road Impact Fee by nearly 300 percent on average.