

~~V.3 DRAFT Transportation Committee Report~~

~~(Updated 03/30/06) (Side-By-Side 03/30/06)~~

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TRANSPORTATION COMMITTEE REPORT

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~~V.3.1 Members~~—The Members were:

- ~~—Kathy Putnam—Chairman~~
- ~~—Douglas Kelly—Member~~
- ~~—Monty Knox—Member~~
- ~~—Frances Pignone—Member~~
- ~~—Carolyn Fennell—Member~~

~~Commissioner **Irby Pugh**, served as a member of this Committee until his untimely death on January 28, 2006. His focus on transportation issues and his tireless efforts to find solutions in the citizens’ best interest contributed greatly to this report.~~

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~~V.3.2 Meeting Schedule and Presenters~~

~~The Transportation Committee held its first meeting on August 29, 2005 and concluded its deliberations on March 17th, 2006. The Committee meeting dates and presenters are shown in Appendix V.3.A.~~

~~V.3.3 Executive Summary~~

~~(To be written after final decisions on recommendations)~~

~~V.3.4 Side-By-Side Comparison~~

~~The Transportation Services Side-By-Side Comparison is at Appendix V.3.F. The Side-By-Side presents data the Committee thought relevant to their deliberations and conclusions.~~

~~V.3.5 Findings~~

~~The Committee finds that:~~

~~—V.3.5.1— There currently exists extensive coordination between Orange County and the City of Orlando regarding transportation operations, e.g. there are regular and ongoing meetings and coordination between City of Orlando and Orange County transportation planners. The number of elected officials and staff members serving on Regional Transportation Boards gives evidence of this coordination. — Appendix F~~

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~~Members~~

~~The Transportation Committee consisted of the following individuals:~~

- ~~➤ Kathy Putnam, Chair~~
- ~~➤ Carolyn Fennell~~
- ~~➤ Doug Kelly~~
- ~~➤ Monty Knox~~
- ~~➤ Frances Pignone~~

~~It should be noted that Commissioner **Irby Pugh** served as a member of this Committee until his untimely death on January 28, 2006. His focus on transportation issues and his tireless effort to find solutions in the citizens' best interest, contributed greatly to this report.~~

~~Meeting Schedule and Presenters~~

~~(Source: The Transportation Committee *observation*)~~

~~**V.3.5.2** — Coordination at the regional level occurs through MetroPlan Orlando, an umbrella organization for planning and a conduit for Federal and state funding. This is evidenced by coordinated requests for state and federal funding that have maximized funding for Orange County and City of Orlando transportation needs. (Source: Charles Ramdatt, City of Orlando Traffic Engineering Manager, and others)~~

~~**V.3.5.3** — The Florida Department of Transportation (FDOT) provides the majority of funding for Central Florida major regional roadways; MetroPlan Orlando prioritizes the projects that have been submitted to them against which some of the funds are placed. This coordination of regional road funding involves three counties, approximately twenty-two municipalities, LYNX, Orlando-Orange County Expressway Authority (OOCEA), Greater Orlando Airport Authority (GOAA) and FDOT. Therefore, when looking at the FDOT work program there will be only two or three major road projects within Orange County.~~

- ~~— Orange County has an extensive roadway program that includes a dozen or more active major projects annually which for the most part are not within the Orlando city limits and in which the city would have little or no input in the process.~~
- ~~— The city of Orlando has fewer projects and these projects generally do not have a major impact on the overall county system.~~

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- ~~—The City of Orlando focuses primarily on providing downtown circulation and transportation solutions for dense, constrained urban areas whereas Orange County focuses on providing broader, more regional corridor-oriented solutions that must incorporate several municipalities. These disparate activities require different technical disciplines, technical expertise, equipment, vision and communication.~~
- ~~—An important aspect of each government's project development is not only the difference in number and type of major projects but also the capital investment committed. For example, the County's yearly Capital Improvement Program (CIP) approaches \$70 million per year while the city's approaches approximately \$20 million.~~
- ~~—Orange County's funding sources are primarily from gas taxes and impact fees (with a relatively small amount of grant monies received). Impact fees in particular account for a substantial and increasing amount of the proportionate funding committed to the county's projects. See Appendix V.3.B.~~
- ~~—The city's Impact fees are substantially lower than the county's and are designated in different areas, are more numerous and are not updated on the same timetable. See Appendix V.3.C~~
- ~~—In essence, the types and numbers of projects, and the sources and amounts of funding dedicated to our CIP are drastically different from one another. Consolidation of the major road projects of both jurisdictions would be a monumental effort.~~

(Source: Orange County and City of Orlando)

~~**V.3.5.4**—The Florida Statewide Intermodal System (SIS) is the primary system for the movement of people and freight in Florida and includes the Interstate Highway System, the expressway system, the turnpike system, and accesses to major ports, airports and railroad terminals. The majority of transportation funding (Federal and state gas tax, and documentary stamp tax) goes to the SIS. In the past few years, as a result of efforts on the part of Orange County and City of Orlando, Central Florida has two of the highest SIS priority projects in the state: Interstate 4 improvements and Commuter Rail. These projects represent a combined investment in Central Florida of \$1.973 billion. (Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~**V.3.5.5**—The Transportation Regional Incentive Program (TRIP) was established by FDOT as part of the major Growth Management legislation enacted during the 2005 Legislative Session (SB 360) to provide incentives to local governments to help pay for critically needed projects that benefit regional travel and commerce (preferably across jurisdictional boundaries when possible). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities. TRIP funds are used to match local funds on a 50%/~~

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~~50% basis and to match up to 50% of the total project cost for public transportation facilities. Providing the funding for the local match required by the TRIP program remains difficult because of the deficit~~

~~in local transportation funding; that is, the required local match draws local funding away from the construction and maintenance of local, regional and State roads not classified as SIS facilities and/or not eligible for TRIP funding. (Sources: Steve Homan, Public Information Director, FDOT; and Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~**V.3.5.6**—Orange County and the City of Orlando have different standards for design, operation and maintenance of traffic systems. This is driven by different local conditions (downtown versus suburban or rural), traffic patterns and citizen expectations. (Source: Charles Ramdatt, City of Orlando Traffic Engineering Manager; and Bill Baxter, Public Works Director, Orange County)~~

~~**V.3.5.7**—The City of Orlando and Orange County, maintain state functionally classified roads within their jurisdictions according to FDOT assignments. The City and County share responsibility for maintaining these roadways, which are reflected, in the Interlocal agreements. Often the City agrees to accept maintenance responsibility in places where it desires a higher level of maintenance than the DOT standard through a separate Memorandum of Agreement with FDOT.~~

- ~~—For State roads within the City, FDOT is responsible for curb-to-curb pavement and drainage, striping, and components not delegated to the City. The City is responsible for traffic lights, sweeping, patching, and right of way (ROW) maintenance. Changing these responsibilities would require a change in standard contract terms.~~
- ~~—For State roads within the County, FDOT is responsible for all operation and maintenance activities within their respective right of ways except for specific tasks delegated to the County. Generally, the County is responsible for maintaining traffic signals, street lighting and landscaping by separate Joint Planning Agreements. Changing these responsibilities would require a change in standard agreement terms.~~
- ~~—In 1982, the Orange County Board of County Commissioners and the City of Orlando entered into a Road Maintenance Responsibility Agreement for the maintenance of functionally classified County roads within the City. Under this agreement, the County is responsible for resurfacing and curb repairs for maintenance of all culverts, drains, pipe systems, storm water drainage inlets, drainage wells, ditch systems and for underground utility, pipeline and right of way utilization permits for work under the roadbed. The City is responsible for potholes, installation, maintenance, and operation of all traffic control signs, signals or devices upon or above the said roads for the issuance of all right of way utilization permits within the right of way but not under the roadbed.~~

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~~(Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~**V.3.5.8** The citizens have a very strong interest in coordination of traffic signals (Source: Harry Barley, MetroPlan; Scott Powers, Orlando Sentinel). Both the City of Orlando and Orange County invested in technology that enables coordination of traffic signals. However, the City of Orlando and Orange County purchased different technology. The City of Orlando bought “grid system” software; whereas, Orange County bought “corridor system” software (see definitions of grid system and corridor at the end of this paragraph) The Federal Government is anticipated within five years to establish uniform standards for a traffic management system. At this time, the estimate to merge the local systems is \$14 to \$16 million (current estimate) for hardware, software, and training. Merger costs would include purchase of standardized equipment and installation of communication devices. (Source: Ruby Rozier, Orange County Traffic Engineer)~~

~~**Grid System**— A series of designated parallel lines one mile apart, intersecting a second set of designated parallel lines one mile apart forming approximately one square mile areas (also known as sections).~~

~~**Corridor**— 1) A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments; 2) A strip of land forming a passageway between two otherwise separate parts.~~

~~(Source of both definitions: A Glossary of Zoning Development, and Planning Terms, Edited by Michael Davidson and Fay Dolnick, American Planning Assoc)~~

~~**V.3.5.9** The City has 663 miles of roadway with 425 signalized intersections. Of the 425 signalized intersections, 385 are tied to the City’s Traffic Management Center (TMC) with communication devices and 40 are currently operating independently. The TMC actively intervenes and manages 80 signals mainly associated with the Downtown grid, and has an additional 220 signals that are monitored and controlled by preprogrammed sequences. Monitoring only is conducted for 85 signals. More remote controlled signals are planned. (Source: Linda Rhinesmith, City of Orlando Economic Development Manager)~~

~~**V.3.5.10** Orange County has 2,662 miles of roads and maintains 527 traffic signals, of which 341 are coordinated. Twenty-six (26) of the traffic signals are controlled by the County’s Split Cycle Offset Optimization Technique (SCOOT) signal system in the International Drive/Convention Center area. The SCOOT system is designed to handle high volumes of traffic generated by large facilities such as the Convention Center. The system will be expanded to 44 intersections in 2006. The County is installing 8 electronic message signs along arterial highways near I-4 interchanges to provide motorists with real time traffic information. (Source: Mark Massaro, Deputy Director, Orange County Public Works Administration and Finance Division)~~

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~~V.3.5.11—Orlando will begin in 2006 a three-year investment in improving downtown traffic circulation. The City will install a volume-activated, volume-sensitive detection and communication system to expedite the traffic flow along key North-South (Orange Avenue, Rosalind Avenue) and East-West routes (Anderson Street, Robinson Street, Colonial Drive). This enhanced transportation detection and communication system is commonly referred to as ITS or Intelligent Transportation System. (Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~V.3.5.12—The City of Orlando and Orange County are installing LED traffic lights. These LED traffic lights consist of thousands of little light dots rather than one bulb; so, many of the dots could fail but the LED traffic light would still work, as opposed to the bulb failing and the light not functioning until the bulb is changed. Also, the LED traffic lights require significantly less electricity. (Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~V.3.5.13—One of the problems with powering traffic signals after a storm damages related electrical lines is that the current traffic signal lights require too much electricity for backup batteries or solar power to light them. Solar power can power the communications part, but not the traffic signal light itself. To cope with Orlando Utilities Commission (OUC) power outages, the City of Orlando is setting up a system to easily take traffic signals at 20 significant intersections off of OUC power, and using pigtailed that will have been installed, hook up one of the twenty generators the City is purchasing for the purpose of powering the traffic signal lights at the intersections. The 20 intersections would then have working traffic signals despite storm damage to OUC power distribution system. (Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~V.3.5.14—Freight trains cause traffic tie-ups in downtown Orlando. (Source: Commissioner Knox)~~

~~V.3.5.15—The Expressway Authority can only spend funding on projects within one mile of the Expressway system. (Source: Mike Snyder, Executive Director of Orlando/Orange County Expressway Authority)~~

~~V.3.5.16—The Expressway Authority, Orange County and the City of Orlando frequently coordinate and cooperate to plan, design, and implement transportation projects (for example, Narcoossee Road and Beachline (SR528) Interchange, 408 Expressway Widening/aesthetics, and Crystal Lake Drive). The best example that includes the City, County and OOCEA is the “Goldenrod Road Extension” into the airport. Current projects being coordinated are the two interchanges at SR 417 and Innovation Way as part of the Innovation Way Development and the City projects to the west of SR 417. (Source: Mark Massaro, Deputy Director, Orange County Public Works Administration and Finance Division)~~

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~~V.3.5.17 Both Orange County and the City of Orlando are achieving cost savings by using each other's and other entities' (e.g. State of Florida) competitively bid purchasing and services contracts. (Source: various Orange County and City of Orlando presenters)~~

~~V.3.5.18 In 2002, Orange County implemented a 311 Government Information and Service System to provide a single point of contact for citizens to report problems, secure information, and make referrals. This began as a pilot program. At that time, services were offered to the municipalities. The cities of Edgewood, Belle Isle, Windermere, and Oakland are participants. Originally set up as a grant, the funding for the 311 System now comes from County general revenue. Unlike the 911 Emergency System, calls to the 311 System cannot be automatically routed to other municipalities thus requiring the County to be the first point of response to those calls. The Orange County 311 Government Service System is staffed from 7:00 a.m. until 11:00 p.m., seven days a week. During other hours, the Orange County 911 Communications Center answers the call and routes traffic related calls to the Orange County Traffic employee who is "on call". The present City of Orlando transportation problem reporting number, 407-246-2020 is manned 24 hours a day, seven days a week. (Source: Tom Sorley, Manager, Public Safety Communications, Orange County)~~

~~V.3.5.19 The State of Florida implemented the "511" statewide road conditions and local airport (Orlando International Airport, Orlando Sanford International Airport) flight schedule updates information number system. The system phone number is "511." The Internet site is FL511.com. Travelers can call or log in and get current road conditions for anywhere in the state. (Source: Commissioner Putnam)~~

~~V.3.5.20 Both Orange County and the City of Orlando have contributed increasing amounts to the funding of LYNX (See Appendix V.3.E). Both entities indicate that they are currently unable to increase their level of contribution to the level requested to satisfy LYNX's growing operational needs. In order to maintain existing headways and levels of service, given the increasing congestion throughout the system, LYNX is required to add more buses. The adopted LYNX Transportation Development Plan calls for the significant expansion of the system. In addition to these challenges, LYNX has an ageing fleet of buses that are beyond their reasonable life expectancy. To date, no additional source of revenue has been identified to fund these transit challenges. It is therefore imperative that the Orange County Board of County Commissioners and the City of Orlando identify a dedicated source of revenue to fund LYNX. (Source: Roger Neiswender, Director, City of Orlando Transportation Department)~~

~~V.3.5.21 Orange County's transportation problems are further exacerbated by the delays caused by the reliance on the Florida Highway Patrol to clear accidents that occur within unincorporated Orange County. (Source: Scott~~

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~~Powers, Senior Reporter for Transportation Issues, Orlando Sentinel; and Commissioner Kelly)~~

~~V.3.5.22 Orange County has numerous agreements with FDOT, OOCEA, LYNX, and local governments. See Appendix V.3.D. (Source: Linda Akins, Orange county Director for Governmental Relations)~~

~~V.3.6 Conclusions~~

~~Upon conclusion of deliberations the Committee unanimously determined:~~

~~V.3.6.1 That the Orange County and the City of Orlando transportation staffs are professionals, dedicated to solving transportation issues in the Central Florida area.~~

~~V.3.6.2 That there is a need to continually identify and expand integrated transportation systems of sufficient magnitude for our forecasted needs and growth.~~

~~V.3.6.3 That seamless coordination of traffic signals and use of automated roadway information systems for Orange County and the City of Orlando are necessary.~~

~~V.3.6.4 That there should be only one trouble number, the 311 Government Information and Services System, for all of Orange County.~~

~~V.3.6.5 That LYNX needs to be supported by a dedicated, adequate and recurring revenue stream.~~

~~V.3.6.6 That FDOT and CSX continue negotiations to remove freight trains from high traffic times in downtown Orlando.~~

~~V.3.6.7 That funding to address this area's transportation needs is inadequate.~~

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~~V.3.7 Recommendations~~

~~Consolidation of the Orange County and City of Orlando Transportation services was studied for efficiencies in service delivery, economies of scale, opportunities for enhanced intergovernmental cooperation, and other related issues. 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.~~

~~**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~~

~~**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.~~

~~**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.~~

~~**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.~~

~~**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.~~

~~**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.~~

~~**V.3.7.8** That CSX remove freight trains from downtown Orlando areas during regular workday business hours.~~

~~**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).~~

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

~~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.

~~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, proportionate 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.

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APPENDICES

~~APPENDIX V.3.A, MEETING SCHEDULE AND PRESENTERS, to the Transportation Committee Report~~

~~APPENDIX V.3.B, ORANGE COUNTY'S IMPACT FEE INFORMATION, to the Transportation Committee Report~~

~~V.3.B.1 Transportation Impact Fee Information~~

~~V.3.B.2 Orange County Transportation Impact Fee Zones~~

~~V.3.B.3 Orange County Road Impact Fee (2005 – 2007)~~

~~V.3.B.4 Federal, State, and Local Fuel Tax Rates in Florida's Counties for 2005~~

~~APPENDIX V.3.C, CITY OF ORLANDO TRANSPORTATION IMPACT FEE, to the Transportation Committee Report~~

~~APPENDIX V.3.D, ORANGE COUNTY AGREEMENTS WITH FDOT, OOCEA, And LYNX, to the Transportation Committee Report~~

~~V.3.D.1 Recent Agreements Between Orange County and FDOT~~

~~V.3.D.2 FDOT Grants and Agreements~~

~~V.3.D.3 Recent Agreements Between Orange County and OOCEA~~

~~V.3.D.4 Recent Agreements Between Orange County and LYNX~~

~~V.3.D.5 List of Agreements (Services) Between County And Local Governments~~

~~APPENDIX V.3.E, LYNX FUNDING REQUESTED AND RECEIVED, to the Transportation Committee Report~~

~~APPENDIX V.3.F, SIDE-BY-SIDE COMPARISON OF ORANGE COUNTY AND CITY OF ORLANDO TRANSPORTATION SERVICES, to the Transportation Committee Report~~

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APPENDIX V.3.A, MEETING SCHEDULE AND PRESENTERS to the Transportation Committee Report

TRANSPORTATION COMMITTEE MEETING DATE	PRESENTER(S)	FORMAL PRESENTATION(S)
August 22, 2005	Bill Baxter — Director of the Orange County Public Works Department; Roger Neiswender — Director of the City of Orlando Transportation Department	City of Orlando Transportation Department Presentation; Orange County Public Works Department Presentation
September 8, 2005	Noranne Downs — District Five Director of Transportation, FDOT; Steve Homan — District Five Public Information Director; Harry Barley , Executive director, MetroPlan	MetroPlan Orlando Presentation; Orange County Signalization Presentation; City of Orlando Signalization Presentation; DOT Orange County Highway Projects List
September 22, 2005	Ruby Rosier — Orange County Traffic Engineering Manager; Bill Baxter — Orange County Public Works Director; Eric Hill — MetroPlan Orlando Director of Systems Management and Operations; Charles Ramdatt — City of Orlando Traffic Engineering Manager; Chris Kibler — City of Orlando Signal Systems Engineer; Hazem El-Assar — Orange County Traffic Engineering Senior Engineer	
October 17, 2005	Mike Snyder — Executive Director, Orlando/Orange County Expressway Authority; Scott Powers — Senior Reporter for transportation issues, Orlando Sentinel	Orlando/Orange County Expressway Authority Presentation
November 17, 2005	Roger Neiswender , Director of City of Orlando Transportation Department	
December 12, 2005	Jennifer Stults Clements , AICP— LYNX Deputy Director of Planning	LYNX Presentation
January 5, 2005	Committee distribution	
January 27, 2006	Committee discussion	
February 10, 2006	Committee Discussion	
February 23, 2006	Committee Discussion	
March 17, 2006	Committee Discussion	

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~~APPENDIX V.3.B, ORANGE COUNTY'S IMPACT FEE INFORMATION, to the Transportation Committee Report~~

~~V.3.B.1 Transportation Impact Fee Information~~

~~(Received from Linda Akins, Orange County Director for Governmental Relations, 5:55 p.m., February 27, 2006, in an e-mail, Subject: Transportation Committee Information Request)~~

~~Orange County's response to Transportation Committee Information Request~~

~~Transportation Impact Fees~~

~~-What the fee is~~

~~The County's Transportation Impact Fee Program was developed to fund roadway needs created by new development, and operates according to the philosophy that growth should pay its own way. Most basically, these impact fees cover the cost of replacing roadway capacity that new developments consume. The fees are collected in four separate areas within Orange County and the fees collected in any given area must be used for the benefit of that area. A map showing the four areas is attached.~~

~~-When the fee was implemented and dates it has been updated~~

~~The Transportation Impact Fee Ordinance was adopted in 1985 and implemented in 1986. It has been updated three times, 1990, 1998 and 2004. In the 2004 update, the ordinance specified that the fees were to increase 3 percent per year thereafter until updated again. See Appendix V.3.A.3 for a schedule of fees.~~

~~-Annual funding received from impact fees for the last three years:~~

~~2003 Transportation Impact Fee Collections - \$15.4 M
2004 Transportation Impact Fee Collections - \$19.8 M
2005 Transportation Impact Fee Collections - \$27.1 M~~

~~2003 Transportation Impact Fee Collections with Advance Impact Fee Payments
- \$21.8 M
2004 Transportation Impact Fee Collections with Advance Impact Fee Payments
- \$32.3 M
2005 Transportation Impact Fee Collections with Advance Impact Fee Payments
- \$44.9 M~~

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~~There are two sets of figures given above. The first set includes only "true" impact fees collected in the past three years. The second set of numbers includes both "true" impact fees and "advance" impact fees. These "advance" impact fees allow developers to reserve road capacity for future projects and offset the final impact fee for the development once it actually moves forward.~~

~~Percentage of County road CIP that is funded through impact fees~~

~~As of January 2006, impact fee funding accounted for approx. 72 percent of all non-grant road projects in the FY05-06 budget.~~

~~Information regarding Local Option Gas Tax~~

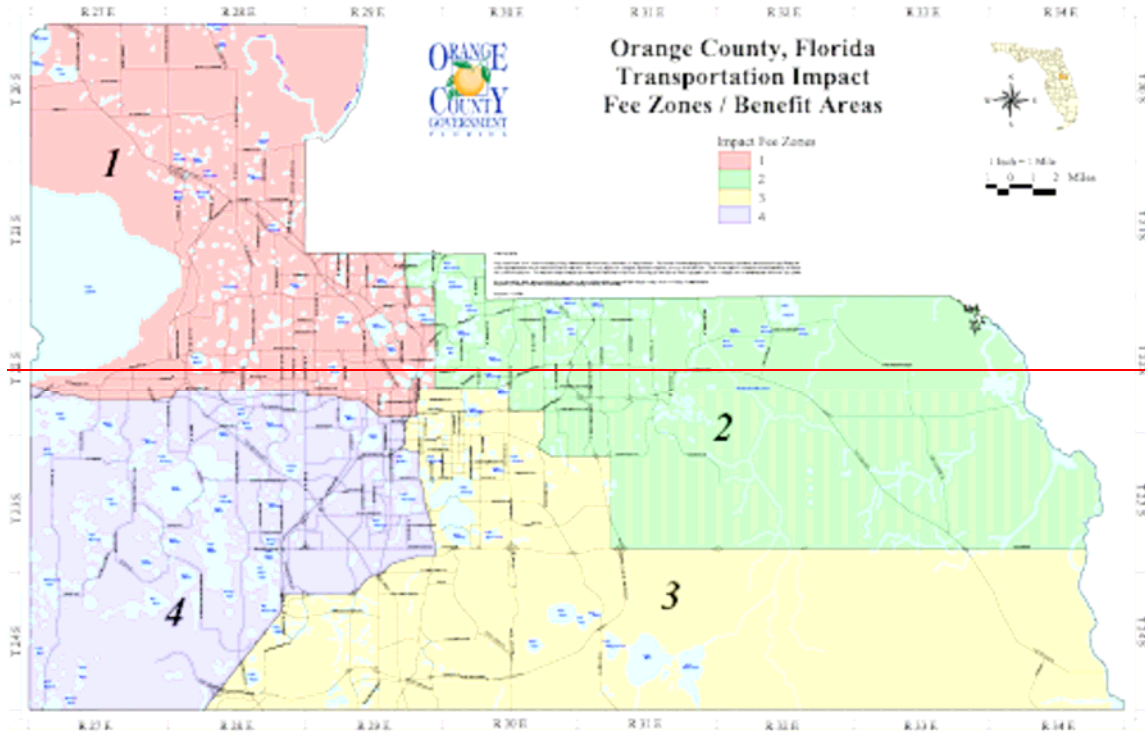
~~The unutilized tax referred to is a second Local Option Fuel Tax consisting of a one to five cent tax per gallon applied to motor fuel (not diesel fuel). Using the full five cents of this tax, total estimated additional revenue would be approximately \$27M annually. Of that, about \$17.6M would come to unincorporated Orange County, about \$5.6M would go to the City of Orlando, and the balance of \$3.8M to other municipalities.~~

~~Of the 67 counties in Florida, a total of 17 counties have levied some portion of the second local option gas tax: 14 have levied the full five cents; one county has levied three cents; and two counties have levied two cents.~~

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APPENDIX V.3.B, ORANGE COUNTY'S IMPACT FEE INFORMATION, to the Transportation Committee Report

V.3.B.2 Orange County Transportation Impact Fee Zones



(Source: Linda Akins, Orange County Director of Government Relations, 9:21 a.m., March 1, 2006, in an e-mail, Subject: Transportation Impact Fees)

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~~APPENDIX V.3.B, ORANGE COUNTY'S IMPACT FEE INFORMATION to the Transportation Committee Report~~

~~V.3.B.3 Orange County Road Impact Fee (2005 – 2007)~~

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Road Impact Fee (Adopted by the BCC on 4/27/2004 - Ordinance No. 2004-03)

Land Use Type	Unit	Fee		
		Effective 7/1/2005	Effective 7/1/2006	Effective 7/1/2007
Single-Family Detached	Dwelling	\$ 3,398	\$ 3,500	\$ 3,605
Multi-Family	Dwelling	\$ 2,382	\$ 2,453	\$ 2,527
Mobile Home Park	Site	\$ 1,773	\$ 1,826	\$ 1,881
Retirement Housing	Dwelling	\$ 765	\$ 788	\$ 812
Hotel/Motel	Room	\$ 2,520	\$ 2,596	\$ 2,674
Tourist Hotel	Room	\$ 985	\$ 1,015	\$ 1,045
Time Share	Dwelling	\$ 1,204	\$ 1,240	\$ 1,277
Retail, 50,000 sf or less*	1,000 sq. ft.	\$ 12,281	\$ 12,649	\$ 13,028
Retail, 50,001-100,000 sf*	1,000 sq. ft.	\$ 12,540	\$ 12,916	\$ 13,303
Retail, 100,001-200,000 sf*	1,000 sq. ft.	\$ 11,279	\$ 11,617	\$ 11,966
Retail, 200,001-300,000 sf*	1,000 sq. ft.	\$ 10,288	\$ 10,597	\$ 10,915
Retail, 300,001-400,000 sf*	1,000 sq. ft.	\$ 9,600	\$ 9,888	\$ 10,185
Retail, 400,001-500,000 sf*	1,000 sq. ft.	\$ 9,072	\$ 9,344	\$ 9,624
Retail, 500,001-1,000,000 sf*	1,000 sq. ft.	\$ 7,940	\$ 8,178	\$ 8,423
Retail, 1,000,001-1,200,000 sf*	1,000 sq. ft.	\$ 7,248	\$ 7,465	\$ 7,689
Retail, more than 1,200,000 sf*	1,000 sq. ft.	\$ 6,934	\$ 7,142	\$ 7,356
Retail, Tourist*	1,000 sq. ft.	\$ 4,310	\$ 4,439	\$ 4,572
Auto, New Car Sales	1,000 sq. ft.	\$ 5,684	\$ 5,855	\$ 6,031
Auto Service	1,000 sq. ft.	\$ 4,492	\$ 4,627	\$ 4,766
Bank	1,000 sq. ft.	\$ 23,153	\$ 23,848	\$ 24,563
Day Care Center	1,000 sq. ft.	\$ 6,566	\$ 6,763	\$ 6,966
Drug Store	1,000 sq. ft.	\$ 7,394	\$ 7,616	\$ 7,844
Racquet Club	1,000 sq. ft.	\$ 2,916	\$ 3,003	\$ 3,093
Restaurant, Quality	1,000 sq. ft.	\$ 11,867	\$ 12,223	\$ 12,590
Restaurant, High-Turnover	1,000 sq. ft.	\$ 16,330	\$ 16,820	\$ 17,325
Restaurant, Fast Food	1,000 sq. ft.	\$ 25,152	\$ 25,907	\$ 26,684
Supermarket	1,000 sq. ft.	\$ 12,092	\$ 12,455	\$ 12,829
Office, 100,000 sf or less	1,000 sq. ft.	\$ 6,210	\$ 6,396	\$ 6,588
Office, 100,001-200,000 sf	1,000 sq. ft.	\$ 4,822	\$ 4,967	\$ 5,116
Office, more than 200,000 sf	1,000 sq. ft.	\$ 4,291	\$ 4,420	\$ 4,553
Office, Medical/Dental	1,000 sq. ft.	\$ 14,332	\$ 14,762	\$ 15,205
Light Industrial	1,000 sq. ft.	\$ 3,039	\$ 3,130	\$ 3,224
Manufacturing	1,000 sq. ft.	\$ 1,662	\$ 1,712	\$ 1,763
Warehousing	1,000 sq. ft.	\$ 2,158	\$ 2,223	\$ 2,290
Mini-Warehouse	1,000 sq. ft.	\$ 869	\$ 895	\$ 922
Hospital	1,000 sq. ft.	\$ 6,067	\$ 6,249	\$ 6,436
Nursing Home	1,000 sq. ft.	\$ 2,106	\$ 2,169	\$ 2,234
Library	1,000 sq. ft.	\$ 8,739	\$ 9,001	\$ 9,271
Post Office	1,000 sq. ft.	\$ 18,445	\$ 18,996	\$ 19,568
Public Assembly	1,000 sq. ft.	\$ 3,011	\$ 3,101	\$ 3,194
School	1,000 sq. ft.	\$ 4,550	\$ 4,687	\$ 4,828

Note: All residential, hotel, and time share fees are per unit. All non-residential fees are per 1,000 square feet
 * Gross leasable area is total gross square footage under roof less ten (10) percent; all others are gross floor area

(Source: Linda Akins, Orange County Director of Government Relations, 9:21 a.m., March 1, 2006, in an e-mail, Subject: Transportation Impact Fees)

V.3.B.4 ~~Federal, State, and Local Fuel Tax Rates in Florida's Counties for 2005~~

Florida Legislative Committee on Intergovernmental Relations

Federal, State, and Local Fuel Tax Rates in Florida's Counties for 2005

County	Motor Fuel Tax Rates (a of Cents Per Gallon)						Unutilized Locally-Imposed Motor Fuel Taxes				Diesel Fuel Tax Rates (b of Cents Per Gallon)						Total Fuel Tax
	Total Tax	Substructure Taxes		Other-use Tax		Total Tax	Farm Car	Unutilized		Total	Local	State-imposed Taxes		Other Fuel		Total	
		Highway	Local	Other-use	Local			Unutilized	Unutilized			Local	State-imposed	Other Fuel	Local		
Alachua	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Brevard	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Collier	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
DeSoto	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Duval	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Flagler	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Franklin	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Hardee	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Jefferson	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Leon	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Levy	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Madison	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Manatee	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Polk	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Putnam	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
St. Johns	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
St. Lucie	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Volusia	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	
Total	18.4	2.2	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6	0.0	0.0	0.0	14.6	

Notes:
 1) The federal tax on motor fuel is imposed pursuant to Title 26, United States Code.
 2) The motor fuel tax contains seven "state" taxes comprised of 2 cents of conventional fuel tax imposed pursuant to s. 206.4(1)(a), F.S.; 1 cent of diesel fuel tax imposed pursuant to s. 206.4(1)(b), F.S.; 1 cent of motor fuel tax imposed pursuant to s. 206.4(1)(c), F.S.; and 1 cent of diesel fuel tax imposed pursuant to s. 206.4(1)(d), F.S.
 3) The 2006 Comprehensive Transportation Improvement System (CTIS) has increased the local tax on motor fuel to 2.2 cents per gallon. The local tax on motor fuel is imposed pursuant to s. 206.4(1)(a), F.S.
 4) The 2006 Comprehensive Transportation Improvement System (CTIS) has increased the local tax on diesel fuel to 2.2 cents per gallon. The local tax on diesel fuel is imposed pursuant to s. 206.4(1)(b), F.S.
 5) The local tax on motor fuel is imposed pursuant to s. 206.4(1)(a), F.S. and the local tax on diesel fuel is imposed pursuant to s. 206.4(1)(b), F.S.
 6) The local tax on motor fuel is imposed pursuant to s. 206.4(1)(a), F.S. and the local tax on diesel fuel is imposed pursuant to s. 206.4(1)(b), F.S.
 7) The local tax on diesel fuel is imposed pursuant to s. 206.4(1)(b), F.S.

~~V.3 DRAFT Transportation Committee Report~~

~~APPENDIX V.3.C, CITY OF ORLANDO TRANSPORTATION IMPACT FEE, to the Transportation Committee Report~~

~~The Transportation Impact Fee is one of only two local sources the City of Orlando has available to fund new transportation infrastructure projects. In the past, the City has used these funds to construct new roadways as well as pay debt service on projects already completed. In the future, the City will continue to construct road projects, pay debt service, and implement transit initiatives to meet Growth Management level of service standards and satisfy Orlando's Transportation Concurrency Exception Area.~~

~~The City of Orlando's Annual funding received from impact fees for the last three years is as follows:~~

- ~~—FY 02/03 Transportation Impact Fee Collections—\$6.0 million~~
- ~~—FY 03/04 Transportation Impact Fee Collections—\$6.5 million~~
- ~~—FY 04/05 Transportation Impact Fee Collections—\$6.3 million~~

~~The City of Orlando is nearing the completion of a yearlong review process of the City's Transportation Impact Fee schedule. Full implementation of the new rate schedule has the potential to substantially increase the transportation impact fees collected by the City. Council action on impact fee adjustments is anticipated during the summer of 2006.~~

~~(Source: FJ Flynn, Chief Planner, Transportation Department, City of Orlando)~~

~~V.3 DRAFT Transportation Committee Report~~

~~APPENDIX V.3.D, ORANGE COUNTY AGREEMENTS WITH FDOT, OOCEA, LYNX, AND LOCAL GOVERNMENTS, to the Transportation Committee Report~~

~~V.3.D.1 Recent Agreements Between Orange County and FDOT~~

~~V.3.D.2 FDOT Grants and Agreements~~

~~V.3.D.3 Recent Agreements Between Orange County and OOCEA~~

~~V.3.D.4 Recent Agreements Between Orange County and LYNX~~

~~V.3.D.5 List of Agreements (Services) Between County And Local Governments~~

~~V.3 DRAFT Transportation Committee Report~~

~~V.3.D.1 Recent Agreements Between Orange County and FDOT~~

~~SR 50 West JPA Lake County to Pine Hills Road~~

~~County to advance \$2,150,000 to Department of Transportation (DOT) - DOT to reimburse County when in work program.~~

~~SR 50 West - Avalon Rd. to SR 429 (Western Beltway)~~

~~Provides for DOT to keep Transportation Outreach Programs (TOPS) award funding and make County work part of their project.~~

~~SR 50 West JPA Good Homes Rd. to Pine Hills Rd.~~

~~County to contribute \$2,150,000 towards the estimated cost of \$2,200,000 for design phase of these improvements.~~

~~SR 50 West - SR429 (Western Beltway) to Good Homes Road~~

~~Same provisions as Memorandum of Understanding (MOU) for SR 50 West.~~

~~SR 50 West LFA Strain Pole Replacement~~

~~Replacement of strain poles at 10 intersections between Good Homes Road and Pine Hills Road~~

~~SR 50 West LFA Good Homes Road Improvements~~

~~— Funding agreement for FDOT to widen Good Homes Road~~

~~SR 50 West MOA Good Homes Road Improvements~~

~~— Sets the escrow account for the Good Homes Road Improvements~~

~~SR 50 East License Agreement~~

~~— For drainage improvements at Econ Trail~~

~~SR 50 East LFA Joint Use Pond~~

~~— Joint use pond agreement at Econ Trail~~

~~SR 50 East MOA Joint Use Pond~~

~~— Sets the escrow account for the joint use pond~~

~~SR 50 East LFA Lift Station Relocation~~

~~— Lift station relocation at Econ Trail~~

~~SR 50 East MOA Lift Station Relocation~~

~~— Sets the escrow account for the lift station relocation~~

~~SR 50 East LFA Econ Trail Side Street Improvements~~

~~V.3 DRAFT Transportation Committee Report~~

~~———— For intersection improvements at Econ Trail~~

~~SR 50 East MOA Econ Trail Side Street Improvements~~

~~———— Sets the escrow account for intersection improvements at Econ Trail~~

~~SR 50 East LFA Strain Pole Replacement~~

~~Replacement of strain poles at Constantine Drive, Econ Trail and Dean Road~~

~~SR 50 East LFA Strain Pole Replacement~~

~~Replacement of strain poles at Forsyth Road, Goldenrod Road and Chickasaw Trail~~

~~SR 50 East LFA Strain Pole Replacement~~

~~Replacement of strain poles at 10 intersections between Murdock Boulevard and Avalon Park Boulevard~~

~~SR 50 East Master MOA~~

~~———— MOA for Rouse Road pond, Lake Pickett intersection~~

~~SR 50 East JPA for PD&E~~

~~County to advance \$3,250,000 for full payment of local share of design phase of project. Check sent 5/24/00. Executed by DOT 4/13/00~~

~~Conway Road (CR506)~~

~~JPA for widening from the Beachline to SR 15~~

~~Orange Blossom Trail at Taft Vineland Road~~

~~FDOT to pay County \$6,162,813 to reconstruct intersection.~~

~~Orange Blossom Trail~~

~~12/20/02 FDOT paid \$580,781.00 for land in conjunction with South Orange Blossom Trail Improvements. Complete.~~

~~Orange Blossom Trail~~

~~DOT to install lighting from Taft Vineland Road to 1,310 feet south of Sand Lake Road and County to maintain.~~

~~Sand Lake Road~~

~~Locally Funded Reimbursement Agreement for improvements on Sand Lake from OBT to Presidents Drive.~~

~~Sand Lake Road~~

~~Design, construction, construction inspection or improvements. DOT to reimburse County for costs.~~

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~~Old Cheney Highway~~

~~DOT transfers borrow pit in conjunction with realignment of Old Cheney Hwy.~~

~~Old Cheney Highway~~

~~Transfer jurisdiction of Old Cheney from SR50 east of Pilgrim St. to SR50 west of CR 419.~~

~~FDOT Mutual Cooperation Agreement for Acquisition of Rights of Way~~

~~Agreement to systematically share info about planned transportation projects and share resources in the acquisition of right of way for transportation projects.~~

~~Central Florida's Regional Transportation Operations Consortium~~

~~MOU made by and among Central Florida ITS (Intelligent Transportation Systems) Working Group members i.e. DOT, OOCEA, DOT Turnpike, Orange, Brevard, Osceola, Seminole and Volusia Counties, Cities of Orlando and Daytona Beach, UCF, LYNX, and FL Highway Patrol, Troop D.~~

~~Commuter Rail Environmental Assessment Study~~

~~County to pay \$200,000.00 as its share of study.~~

~~State Highway Lighting, Maintenance and Compensation Agreement~~

~~For compensation costs to operate street lighting on state highways in unincorporated Orange County.~~

~~Emergency Response Trailer Grant~~

~~DOT paid County \$12,485.~~

~~Hartzog Rd., Seidel Rd., CR545 (Avalon Rd.) and unnamed "Access Rd.~~

~~Addresses the transfer of right of way between DOT and County.~~

~~International Drive at SR 528 (Bee Line Expressway)~~

~~FDOT requests additional bridge piers as part of improvement to I Drive by County to allow for future expansion of BeeLine at I Drive overpass bridge.~~

~~Apopka-Vineland Road~~

~~Joint Participation Agreement for Replacement of FL Turnpike Bridges.~~

~~(Source: Received from Mark Massaro, Deputy Director, Public Works Department, Orange County, via Linda Akins, 9:05 a.m., March 14, 2006, in an e-mail, Subject: Consolidation Report)~~

~~V.3 DRAFT Transportation Committee Report~~

~~V.3.D.2 FDOT Grants and Agreements~~

Orange County Public Works Department - - - - -
 FDOT GRANTS/AGREEMENTS - - - - -

Project Name	Project Limits		Program	Award Date	Funding Phases	Fiscal Year Applied	Award Amount
	From	To					
Old Winter Garden Road 1	Hemple Avenue	Friendship Drive	CIGP	8/14/2001	Design, RAW, CST	00/01	\$ -1,750,000
Kennedy Boulevard	Forest City Road	Wymore Road	CIGP	8/14/2001	RAW	00/01	\$ -1,330,000
Old Winter Garden Road 2	Hemple Avenue	Friendship Drive	CIGP	-	Design, RAW, CST	01/02	\$ -1,611,613
All American Boulevard	Edgewater Drive	Forest City Road	CIGP	8/14/2001	Design, RAW	01/02	\$ -2,306,500
Edgewater Drive	Clarcona/Ocoee Road	Pine Hills Road	CIGP	8/14/2001	Study	01/02	\$ -129,500
Rouse Road	Lake Underhill Road	Corporate Boulevard	CIGP	Pending Agmt	RAW, CST	05/06	\$ -3,875,000
SR 50 (West)	Avalon Road	SR 429	TOP	6/26/2002	Design	01/02	\$ -2,100,000
SR 50 (West)	SR 429	Good Homes Road	TOP	8/1/2002	Design	02/03	\$ -2,100,000
Canadian Court Intermodal Center	Canadian Court@International Drive	-	TOP	2/28/2002	Study, Design	02/03	\$ -3,000,000
Innovation Way	N. of SR 528	Alafaya Trail	TRIP*	12/6/2005	Construction	05/06	\$ -12,000,000
Narcoossee Road	Osceola County Line	SR 417	TRIP*	12/6/2005	Construction	06/07	\$ -5,700,000
Good Homes Road	Old Winter Garden Road	N. of SR 50	LAP	Pending Agmt	All	05/06	\$ -2,000,000
Texas Avenue/Americana Drive	Intersection Improvement	-	LAP	-	-	-	\$ -163,000
Sand Lake Road	-	-	LAP	-	-	-	\$ -524,000
Computerized Signal System	-	-	LAP	-	-	-	\$ -7,500,000
Chickasaw Trail/El Prado	Intersection Improvement	-	LAP	-	-	-	\$ -115,000
Kennedy Boulevard	-	-	LAP	-	-	-	\$ -95,000
Stoneybrook West Parkway	-	-	CIGP	-	-	-	\$ -1,695,446
Maitland Ramps	-	-	CIGP	-	-	-	\$ -675,000
						TOTAL	
						- AWARDS-	\$ -48,660,059

*Represents earmarks for first two years of a ten year TRIP program.

(Source: Received from Mark Massaro, Deputy Director, Public Works Department, Orange County, via Linda Akins, 9:05 a.m., March 14, 2006, in an e-mail, Subject: Consolidation Report)

~~V.3 DRAFT Transportation Committee Report~~

~~V.3.D.3 Recent Agreements Between Orange County and OOCEA~~

~~SR 429 – Bridges over CR 535~~

~~County to pay OOCEA for costs of redesigning and constructing bridges to accommodate future widening of CR535~~

~~SR 429 and West Orange Trail – West Road Bridges~~

~~County to pay \$668,000 for bridges~~

~~SR429 – Design Modifications for Future Realignment of CR437A~~

~~County to pay OOCEA for design modification cost~~

~~Goldenrod Road Extension~~

~~OOCEA to reimburse County from extension toll revenues. \$1,000,000~~

~~(Source: Received from Mark Massaro, Deputy Director, Public Works Department, Orange County, via Linda Akins, 9:05 a.m., March 14, 2006, in an e-mail, Subject: Consolidation Report)~~

~~V.3 DRAFT Transportation Committee Report~~

~~V.3.D.4 Recent Agreements Between Orange County and LYNX~~

~~LYNX Funding Agreement~~

~~LYNX Agreement for bus shelters and benches~~

~~V.3 DRAFT Transportation Committee Report~~

~~V.3.D.5 List of Agreements (Services) Between County And Local Governments~~

~~Partnerships:~~

~~List of Types of Agreements (services) between County and other Municipalities~~

~~-Agreements to Convey Title of Property~~

~~-Agreements to Pay Construction Costs~~

~~-Assignment of Agreement~~

~~-Cooperative Funding Agreements~~

~~-Interlocal Agreement for Local Fuel (Gas)
Tax Distribution~~

~~-Interlocal Agreements to do Roadway
Projects~~

~~-Interlocal Agreements to Exchange
Property~~

~~-Interlocal Agreements to Share Study
Costs~~

~~-Interlocal Agreements to Transfer Road
Jurisdiction~~

~~-Joint Participation Agreements~~

~~-Joint Planning Agreements~~

~~-Traffic Signal Maintenance and
Compensation Agreements~~

~~-Traffic Signal Service Agreements~~

~~-Example: with City of Orlando for SR 50 and JYP Intersection Improvements or
with Lake County for Stormwater Master Plan.~~

~~-Example: with City of Apopka to transfer RR crossing maintenance responsibility.~~

~~-Example: City of Apopka to share cost of drainage retrofit.~~

~~-Example: with City of Orlando.~~

~~-Example: with City of Ocoee to do widening of OWG Road.~~

~~-Example: with City of Orlando re: Shingle Creek property for Millennia DRI.~~

~~-Example: with Seminole County for Corridor Study.~~

~~-Example: with City of Orlando in 1982.~~

~~-Example: with City of Orlando for Landscaping Improvements on Conway Road.~~

~~-Example: with cities in regard to annexation.~~

~~-Example: with OOCEA for lights at their ramps.~~

~~-Example: with City of Ocoee to maintain their lights.~~

~~-Agreements with the City of Orlando~~

~~-Signal Maintenance Agreement~~

~~-1982 Road Maintenance Responsibility~~

~~-Interlocal Agreement—Examples: Mercy Drive Improvements; Conway Road Landscaping; Humphries Avenue Transfer~~

~~(Source; Received from Jacqueline Bonavitacola on the behalf of Mark Massaro,
Deputy Director, Orange County Public Works Department, 2:05 p.m., March 8th, 2006,
in an e-mail, Subject: Transportation Committee Report)~~

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~~APPENDIX V.3.E, LYNX FUNDING REQUESTED AND RECEIVED, to the Transportation Committee Report~~

~~The following is the amount requested by Lynx over the past three years and the amount they have been given by the Orange County and City of Orlando.~~

Fiscal Year	Funding Requested From Orange County	Funding Received From Orange County	Funding Requested from City of Orlando	Funding Received From City of Orlando (City of Orlando is only municipality that provides funding for LYNX)	City of Orlando Payment to LYMMO (over and above funding provided to LYNX)
2003-2004	\$25,831,013	\$22,395,288	\$3,862,500	\$3,862,500	\$1,182,625
2004-2005	\$30,387,629	\$23,238,717	\$3,978,375	\$3,978,375	\$1,293,635
2005-2006	\$27,278,396	\$27,278,396	\$4,056,000	\$4,268,545	\$1,400,000

~~(Source: Orange County information received from Linda Akins, Director, Orange County Government Relations, 5:55 p.m., February 27, 2006, in an e-mail, Subject: Transportation Committee Information Request. City of Orlando information received from Linda Rhinesmith, Economic Development Manager, City of Orlando, 9:59 a.m., March 27, 2006, in an e-mail, Subject: Contribution to Lynx)~~

~~—(the “Committee”) held its first meeting on August 29, 2005 and met on ten separate occasions, concluding its deliberations on February 23, 2006. A follow-up meeting was held on March 17, 2006 to further discuss committee recommendations. A chart compiling the Committee’s schedule of meetings and the presenters is attached as Appendix A.~~

~~Side-By-Side Comparisons~~

~~A detailed Side-By-Side Comparison of the data presented and considered by the Committee is attached as Appendix B. The data cited in the Side-by-Side Comparison is information provided by either Orange County or the City of Orlando and is not based on any independent calculations or studies prepared by the Committee.~~

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Findings of Fact

The following findings of fact were determined by the Committee to be of significance and are the basis for their conclusions and recommendations:

Transportation Fact #1 There currently exists extensive coordination between Orange County and the City of Orlando regarding transportation operations. For example, there are regular and ongoing meetings and coordination between City of Orlando and Orange County transportation planners. The number of elected officials and staff members serving on Regional Transportation Boards gives evidence of this coordination.

Transportation Fact #2 Coordination at the regional level occurs through MetroPlan Orlando, an umbrella organization for planning and a conduit for federal and state funding. This is evidenced by coordinated requests for state and federal funding that have maximized funding for Orange County and City of Orlando transportation needs. (Source: Charles Ramdatt, City of Orlando Traffic Engineering Manager, and others).

Transportation Fact #3 The Florida Department of Transportation (FDOT) provides the majority of funding for Central Florida major regional roadways. MetroPlan Orlando prioritizes the projects that have been submitted in contrast with those that have been allocated funding. This coordination of regional road funding involves three counties, approximately twenty-two municipalities, LYNX, the Orlando-Orange County Expressway Authority (Expressway Authority), the Greater Orlando Airport Authority (GOAA) and FDOT. Therefore, when looking at FDOT work programs there will only be two or three major road projects within Orange County.

- o Orange County has an extensive roadway program that includes a dozen or more active major projects annually which for the most part are not within the Orlando city limits and in which the city would have little or no input in the process.
- o The city of Orlando has fewer projects and these projects generally do not have a major impact on the overall county system.
- o The City of Orlando focuses primarily on providing downtown circulation and transportation solutions for dense, constrained urban areas whereas Orange County focuses on providing broader, more regional, corridor-oriented solutions that must incorporate several municipalities. These disparate activities require different technical disciplines, technical expertise, equipment, vision and communication.
- o An important aspect of each government's project development is not only the difference in number and type of major projects but also the capital investment committed. For example, the County's yearly Capital Improvement Program

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approaches \$70 million per year while the city's approaches approximately \$20 million.

- o Orange County's funding sources are primarily from gas taxes and impact fees with a relatively small amount of grant monies received. Impact fees, in particular, account for a substantial and increasing amount of the proportionate funding committed to the county's projects. See, Appendix C - Orange County's Impact Fee Information.
- o The City impact fees are substantially less than the County's. They are also designated in different areas, are more numerous and are not updated on the same timetable. See, Appendix D - City of Orlando Transportation Impact Fee.
- o In essence, the types and numbers of projects, and the sources and amounts of funding dedicated to the various capital improvement programs are drastically different from in each jurisdiction. Consolidation of the major road projects in both jurisdictions would be a monumental effort.

Transportation Fact #4 The Florida Statewide Intermodal System (SIS) is the primary system for the movement of people and freight in Florida and includes the interstate highway system, the expressway system, the turnpike system, and accesses to major ports, airports and railroad terminals. The majority of transportation funding (federal and state gas tax, and documentary stamp tax) goes to SIS projects. In the past few years, as a result of efforts on the part of Orange County and the City of Orlando, Central Florida has two of the highest SIS priority projects in the state: improvements to Interstate 4 and Commuter Rail. These projects represent a combined investment in Central Florida of \$1.973 billion. (Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #5 The Transportation Regional Incentive Program (TRIP) was established by FDOT as part of the major Growth Management legislation enacted during the 2005 Legislative Session (see, *Chapter 2005-290, Laws of Florida*) to provide incentives to local governments to help pay for critically needed projects that benefit regional travel and commerce with a preference for projects cross jurisdictional boundaries. The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities. TRIP funds are used to match local funds on a 50-50 basis and to match up to 50% of the total project cost for public transportation facilities. Providing the funding for the local match required by the TRIP program remains difficult because of the deficit in local transportation funding. In essence, obtaining the required local match draws local funding away from the construction and maintenance of other local, regional and state roads that are not classified as SIS facilities or that are not eligible for TRIP funding. (Sources: Steve Homan, Public Information Director, FDOT; and Roger Neiswender, Director, City of Orlando Transportation Department).

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Transportation Fact #6 Orange County and the City of Orlando have different standards for design, operation and maintenance of traffic systems. The differences are driven by different local conditions (downtown versus suburban or rural), traffic patterns and citizen expectations. (Source: Charles Ramdatt, City of Orlando Traffic Engineering Manager; and Bill Baxter, Public Works Director, Orange County).

Transportation Fact #7 The City of Orlando and Orange County, maintain state functionally classified roads within their jurisdictions according to FDOT assignments. The City and County share responsibility for maintaining these roadways, which are reflected, in interlocal agreements. Often the City agrees to accept maintenance responsibility in places where it desires a higher level of maintenance than the DOT standard through a separate Memorandum of Agreement with FDOT.

- o For State roads within the City, FDOT is responsible for curb-to-curb pavement and drainage, striping, and components not delegated to the City. The City is responsible for traffic lights, sweeping, patching, and right of way (ROW) maintenance. Changing these responsibilities would require a change in standard contract terms.
- o For State roads within the County, FDOT is responsible for all operation and maintenance activities within their respective right of ways except for specific tasks delegated to the County. Generally, the County is responsible for maintaining traffic signals, street lighting and landscaping by separate joint planning agreements. Changing these responsibilities would require a change in standard agreement terms.
- o In 1982, the Orange County Board of County Commissioners and the City of Orlando entered into a Road Maintenance Responsibility Agreement for the maintenance of functionally classified County roads within the City. Under this agreement, the County is responsible for resurfacing and curb repairs for maintenance of all culverts, drains, pipe systems, stormwater drainage inlets, drainage wells, ditch systems and for underground utility, pipeline and right of way utilization permits for work under the roadbed. The City is responsible for potholes, installation, maintenance, and operation of all traffic control signs, signals or devices upon or above the said roads for the issuance of all right of way utilization permits within the right of way but not under the roadbed.

(Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #8 The citizens have a very strong interest in coordination of traffic signals (Source: Harry Barley, MetroPlan; Scott Powers, Orlando Sentinel). Both the City of Orlando and Orange County have invested in technology that enables coordination of traffic signals. However, the City of Orlando and Orange County have purchased different technology. Whereas, the City of Orlando bought “grid system” software, Orange County bought “corridor system” software. These two systems are defined as follows:

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- o Grid System - A series of designated parallel lines one mile apart that intersecting a second set of designated parallel lines one mile apart thereby forming approximately one square mile areas (also known as sections).
- o Corridor - 1) A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, and transit route alignments; 2) A strip of land forming a passageway between two otherwise separate parts.

(Source of both definitions: A Glossary of Zoning Development, and Planning Terms, Edited by Michael Davidson and Fay Dolnick, American Planning Assoc).

The federal government is anticipated within five years to establish uniform standards for traffic management systems. The current estimate to merge the local systems is between \$14 and \$16 million for hardware, software, and training. Merger costs would include purchase of standardized equipment and installation of communication devices. (Source: Ruby Rozier, Orange County Traffic Engineer).

Transportation Fact #9 The City has 663 miles of roadway with 425 signalized intersections. Of the 425 signalized intersections, 385 are tied to the City's Traffic Management Center (TMC) with communication devices and 40 are currently operating independently. The TMC actively intervenes and manages 80 signals mainly associated with the Downtown grid, and has an additional 220 signals that are monitored and controlled by preprogrammed sequences. Monitoring only is conducted for 85 signals. More remote controlled signals are planned. (Source: Linda Rhinesmith, City of Orlando Economic Development Manager).

Transportation Fact #10 Orange County has 2,662 miles of roads and maintains 527 traffic signals, of which 341 are coordinated. Twenty-six (26) of the traffic signals are controlled by the County's Split Cycle Offset Optimization Technique (SCOOT) signal system in the International Drive/Convention Center area. The SCOOT system is designed to handle high volumes of traffic generated by large facilities such as the Convention Center. The system will be expanded to 44 intersections in 2006. The County is installing 8 electronic message signs along arterial highways near I-4 interchanges to provide motorists with real time traffic information. (Source: Mark Massaro, Deputy Director, Orange County Public Works Administration and Finance Division).

Transportation Fact #11 In 2006, Orlando will begin a three-year investment in improving downtown traffic circulation. The City will install a volume-activated, volume-sensitive detection and communication system to expedite the traffic flow along key North-South (Orange Avenue, Rosalind Avenue) and East-West routes (Anderson Street, Robinson Street, Colonial Drive). This enhanced transportation detection and communication system is commonly referred to as ITS or Intelligent Transportation

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System. (Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #12 The City of Orlando and Orange County are installing LED traffic lights. These LED traffic lights consist of thousands of little light dots rather than one bulb; so, many of the dots could fail but the LED traffic light would still work, as opposed to the bulb failing and the light not functioning until the bulb is changed. Also, the LED traffic lights require significantly less electricity. (Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #13 One of the problems with powering traffic signals after a storm damages related electrical lines is that the current traffic signal lights require too much electricity for backup batteries or solar power to light them. Solar power can power the communications part, but not the traffic signal light itself. To cope with possible Orlando Utilities Commission (OUC) power outages, the City of Orlando is designing a system to easily take traffic signals at 20 significant intersections off of OUC power. Using pigtails that will have been installed, the City would connect one of the twenty generators the City is purchasing for the purpose of powering traffic signal lights at various key intersections. The 20 intersections would then have working traffic signals despite storm damage to OUC's power distribution system. (Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #14 Freight trains cause traffic tie-ups in downtown Orlando. (Source: Consolidation Study Commissioner Monty Knox).

Transportation Fact #15 The Expressway Authority can only spend funding on projects within one mile of the Expressway system. (Source: Mike Snyder, Executive Director of Orlando/Orange County Expressway Authority).

Transportation Fact #16 The Expressway Authority, Orange County and the City of Orlando frequently coordinate and cooperate to plan, design, and implement transportation projects. Some examples include the Narcoossee Road and Beachline (SR528) Interchange and the widening and aesthetic changes to the 408 Expressway and Crystal Lake Drive exit. The best example that includes the City, County and Expressway Authority is the "Goldenrod Road Extension" into the airport. Current projects being coordinated are the two interchanges at SR 417 and Innovation Way as part of the Innovation Way Development and the City projects to the west of SR 417. (Source: Mark Massaro, Deputy Director, Orange County Public Works Administration and Finance Division).

Transportation Fact #17 Both Orange County and the City of Orlando are achieving cost savings by using each other's and other entities' (e.g. State of Florida) competitively bid purchasing and services contracts.

Transportation Fact #18 In 2002, Orange County implemented a 311 Government Information and Service System ("311 System") to provide a single point of contact for

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citizens to report problems, secure information and make referrals. This began as a pilot program. At that time, services were offered to the municipalities. The cities of Edgewood, Belle Isle, Windermere, and Oakland are participants. Originally the program was set up as a grant. Today, the funding for the 311 System comes from County general revenue. Unlike the 911 Emergency System, calls to the 311 System cannot be automatically routed to other municipalities thus requiring the County to be the first point of response to those calls. The 311 System is staffed from 7:00 a.m. until 11:00 p.m., seven days a week. During other hours, the Orange County 911 Communications Center answers the call and routes traffic related calls to the Orange County Traffic employee who is "on call". The present City of Orlando transportation problem reporting number, 407-246-2020 is staffed 24 hours-a-day, seven days a week. (Source: Tom Sorley, Manager, Public Safety Communications, Orange County).

Transportation Fact #19 The State of Florida implemented a statewide "511 System" for information on road conditions and local airport flight schedules. Our local area airports include the Orlando International Airport and Orlando Sanford International Airport. The user simply dials 511 for information. The Internet site is FL511.com. Travelers can call or log in and get current road conditions for anywhere in the state. (Source: Consolidated Study Commissioner Kathy Putnam).

Transportation Fact #20 Both Orange County and the City of Orlando have contributed increasing amounts to the funding of LYNX. See, Appendix E - LYNX Funding Requested and Received. Both entities indicate that they are currently unable to increase their level of contribution to the level requested to satisfy LYNX's growing operational needs. In order to maintain existing headways and levels of service, given the increasing congestion throughout the system, LYNX is required to add more buses. The adopted LYNX Transportation Development Plan calls for a significant expansion of the system. In addition to these challenges, LYNX has an aging fleet of buses that are beyond their reasonable life expectancy. To date, no additional source of revenue has been identified to fund these transit challenges. It is therefore imperative that Orange County and the City of Orlando identify a dedicated source of revenue to fund LYNX. (Source: Roger Neiswender, Director, City of Orlando Transportation Department).

Transportation Fact #21 Orange County's transportation problems are further exacerbated by the delays caused by the reliance on the Florida Highway Patrol to clear accidents that occur within unincorporated Orange County. (Source: Scott Powers, Senior Reporter for Transportation Issues, Orlando Sentinel and Consolidation Study Commissioner Douglas Kelly).

Transportation Fact #22 Orange County has numerous agreements with FDOT, OOCEA, LYNX, and local governments. See Appendix F Orange County Agreements with Florida Department of Transportation, Expressway Authority, LYNX, and Local Governments. (Source: Linda Akins, Orange county Director for Governmental Relations).

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Conclusions

Based upon testimony received by the Committee members during its various meetings, the Committee unanimously adopted the seven conclusions that follow at their meeting held on February 23, 2006:

Transportation Conclusion #1 That the Orange County and the City of Orlando transportation staffs are professionals dedicated to solving transportation issues in the Central Florida area.

Transportation Conclusion #2 That there is a need to continually identify and expand integrated transportation systems of sufficient magnitude for our forecasted needs and growth.

Transportation Conclusion #3 That seamless coordination of traffic signals and use of automated roadway information systems for Orange County and the City of Orlando are necessary.

Transportation Conclusion #4 That there should be only one trouble number, the 311 Government Information and Services System, for all of Orange County.

Transportation Conclusion #5 That LYNX needs to be supported by a dedicated, adequate and recurring revenue stream.

Transportation Conclusion #6 That FDOT and CSX continue negotiations to remove freight trains from high traffic times in downtown Orlando.

Transportation Conclusion #7 That funding to address this area's transportation needs is inadequate.

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Recommendations

Consolidation of the Orange County and City of Orlando transportation services was studied for efficiencies in service delivery, economies of scale, opportunities for enhanced intergovernmental cooperation and other related issues. The Committee recommended and the Study Commission adopted the following recommendations for further consideration by both the County and the City:

TRANSPORTATION RECOMMENDATION #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.

TRANSPORTATION RECOMMENDATION #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 to adjacent counties.

TRANSPORTATION RECOMMENDATION #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 the 311 System.

TRANSPORTATION RECOMMENDATION #4

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

TRANSPORTATION RECOMMENDATION #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 both the Orange County and the City of Orlando systems.

TRANSPORTATION RECOMMENDATION #6

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