

Transportation Funding Initiative



Work Session #2
March 22, 2022

Presentation Outline

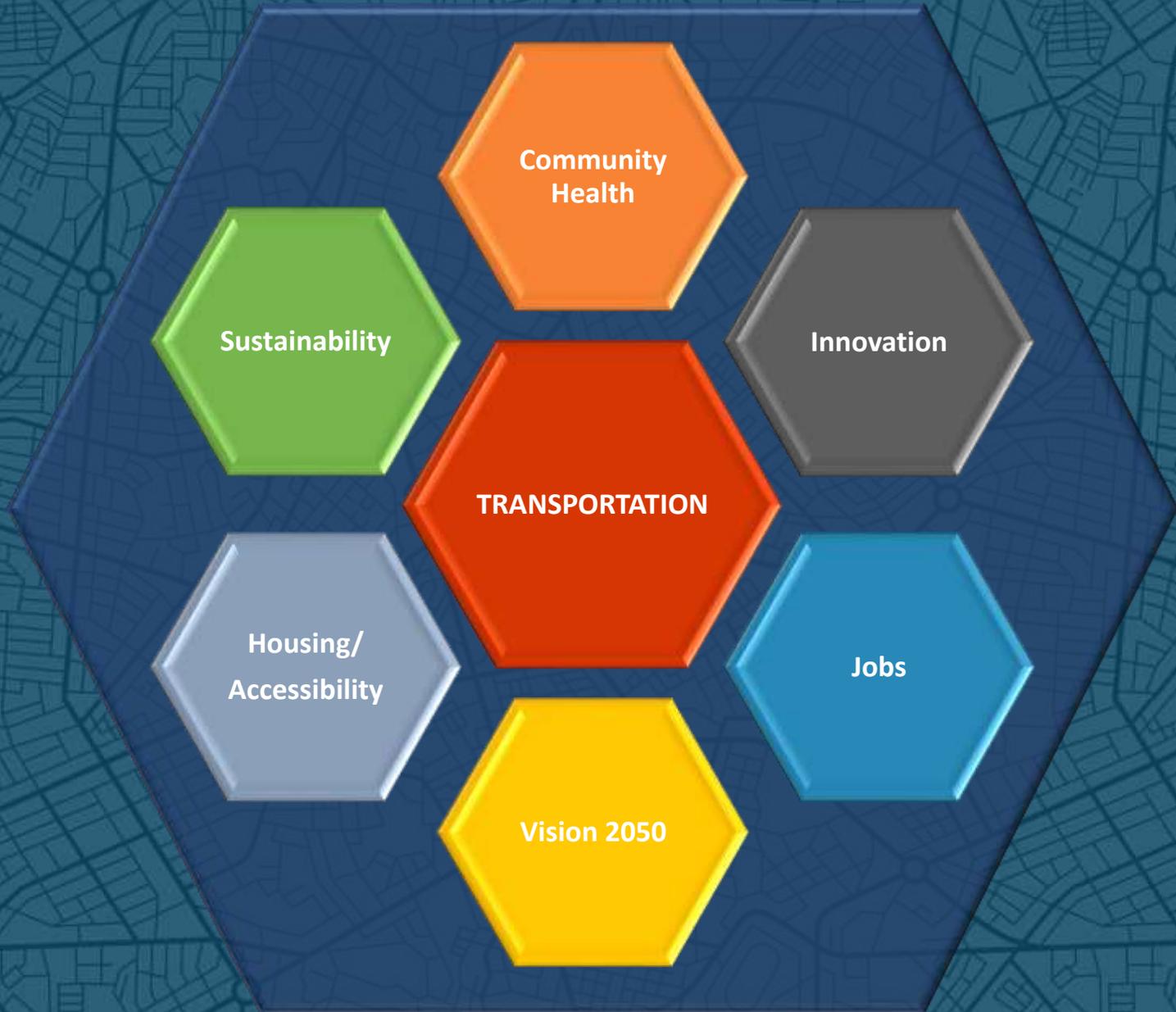
- Introduction
- Community Re-Engagement
- Needs List/Plan Overview
- Economic Impact Analysis
- OPPAGA Audit
- Legal Documents/Approvals
- Summary/Next Steps



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**Community
Health**

Innovation

TRANSPORTATION

Jobs

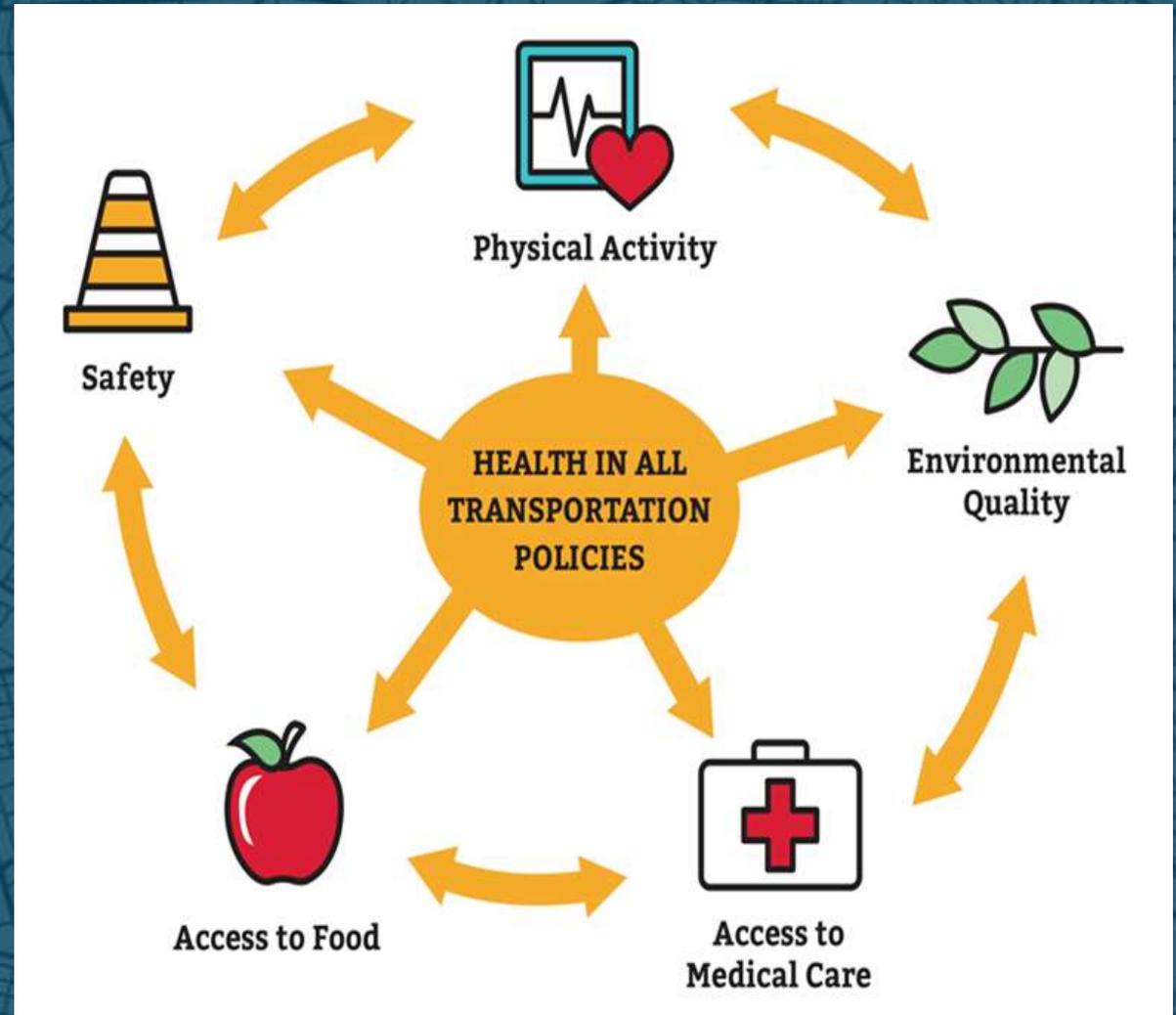
Vision 2050

**Housing/
Accessibility**

Sustainability

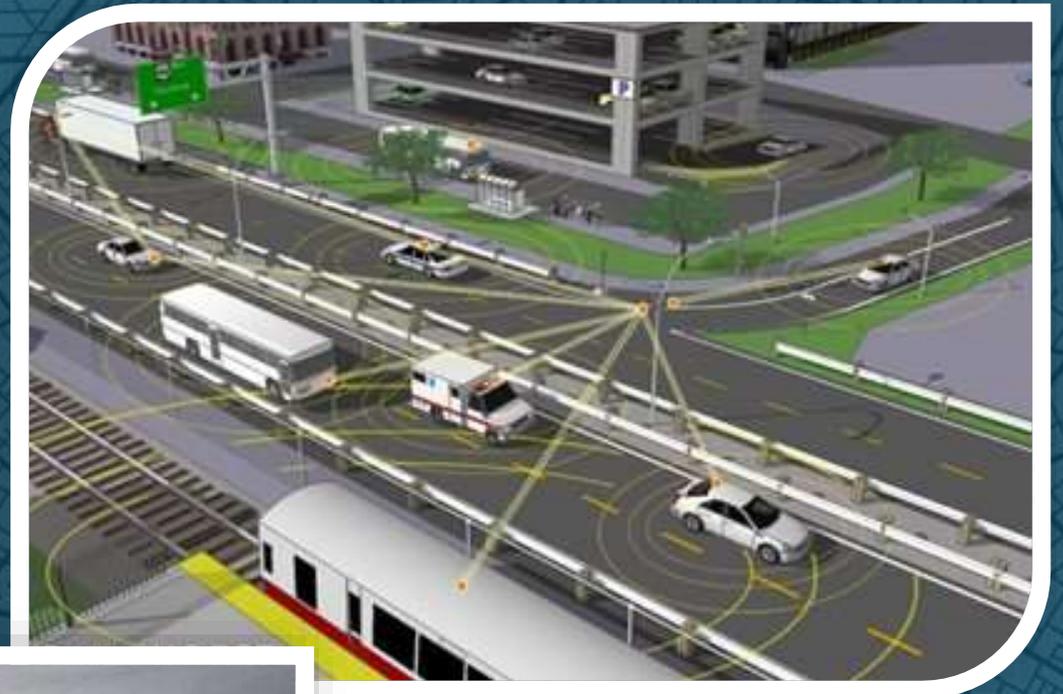
Community Health

- Physical Activity
- Environmental Quality
- Access to Medical Care
- Access to Food
- Safety



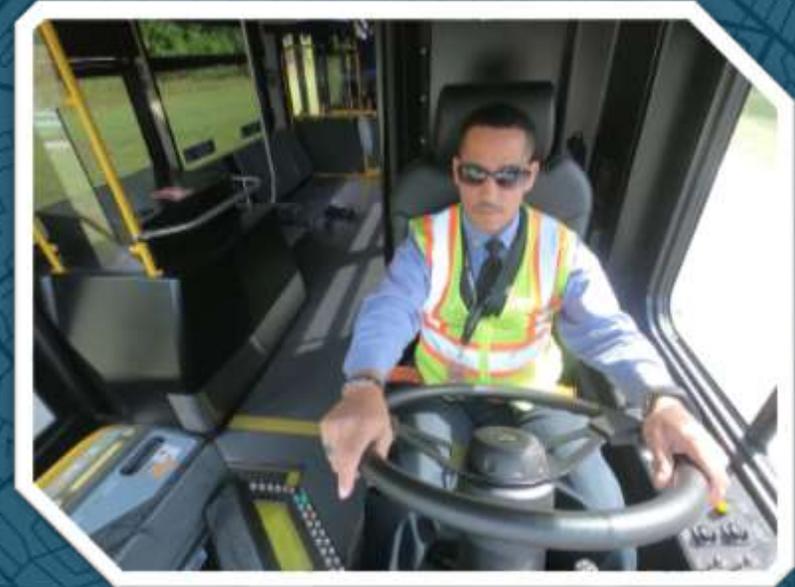
Innovation

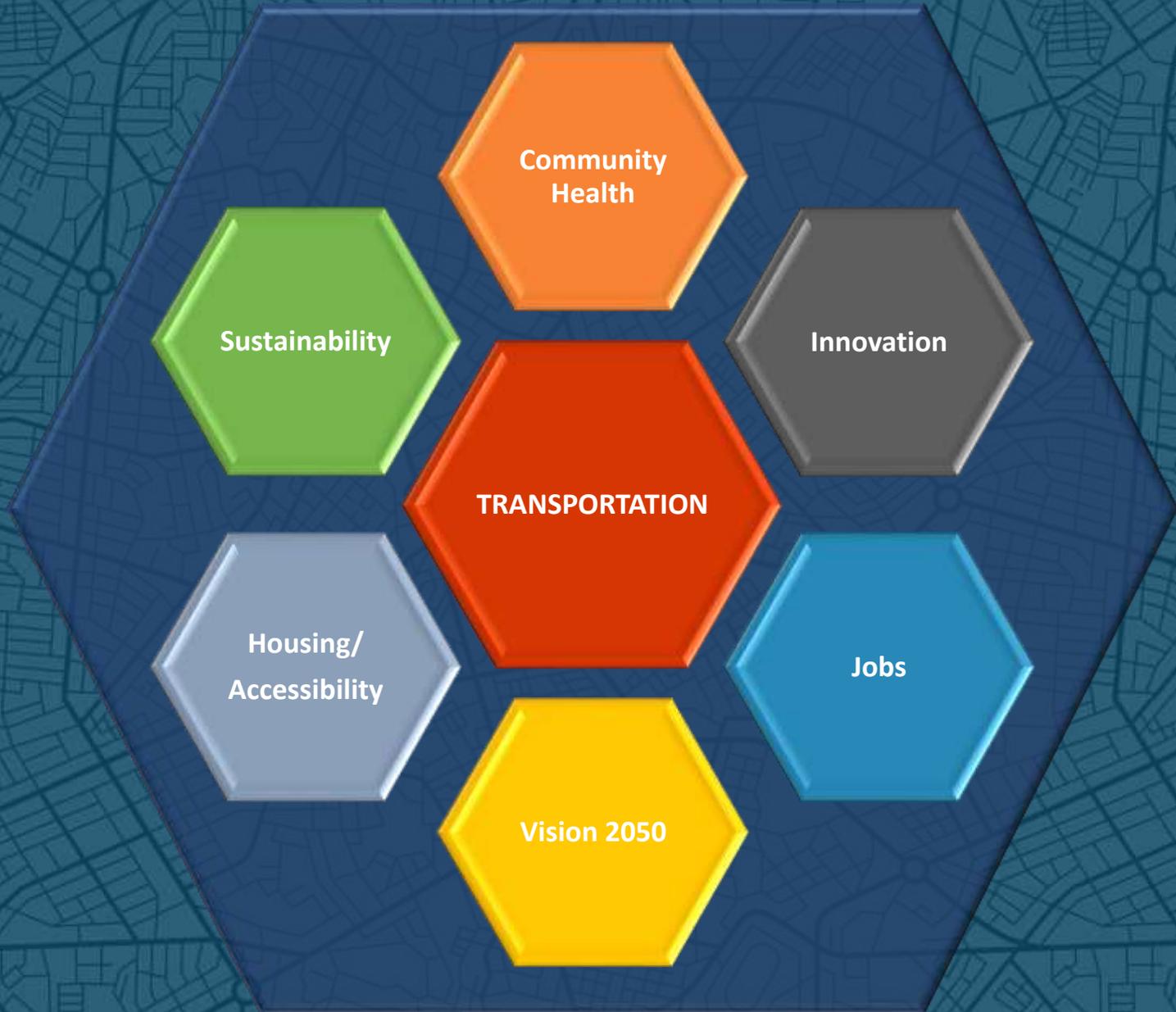
- Future-ready technology
- Smart Infrastructure
- Increased Capacity
- Increased Safety



Jobs

- Access to Job Opportunities
- New Job Creation
- Local Economic Impact





**Community
Health**

Innovation

TRANSPORTATION

Jobs

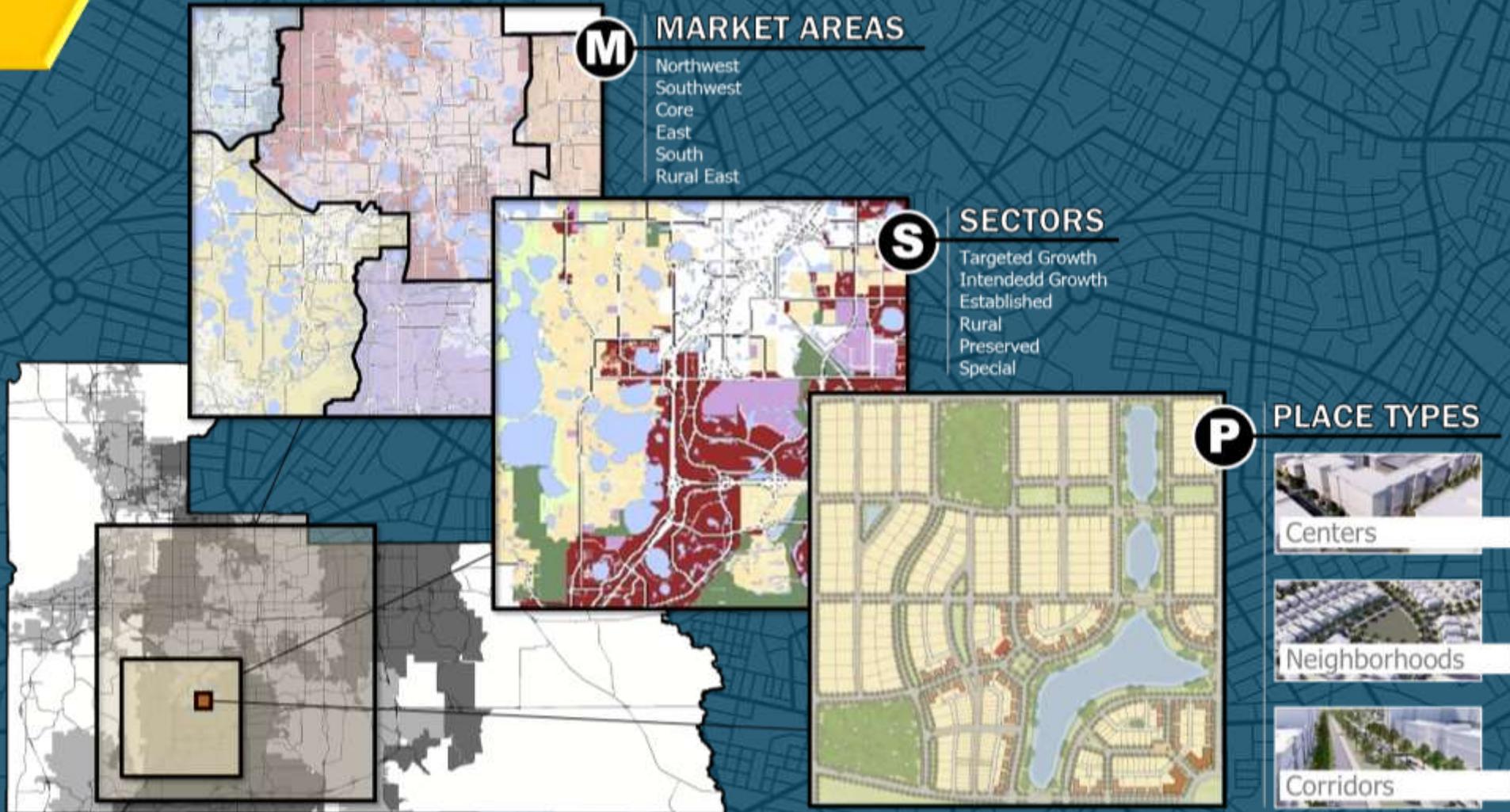
Vision 2050

**Housing/
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Sustainability

Vision
2050

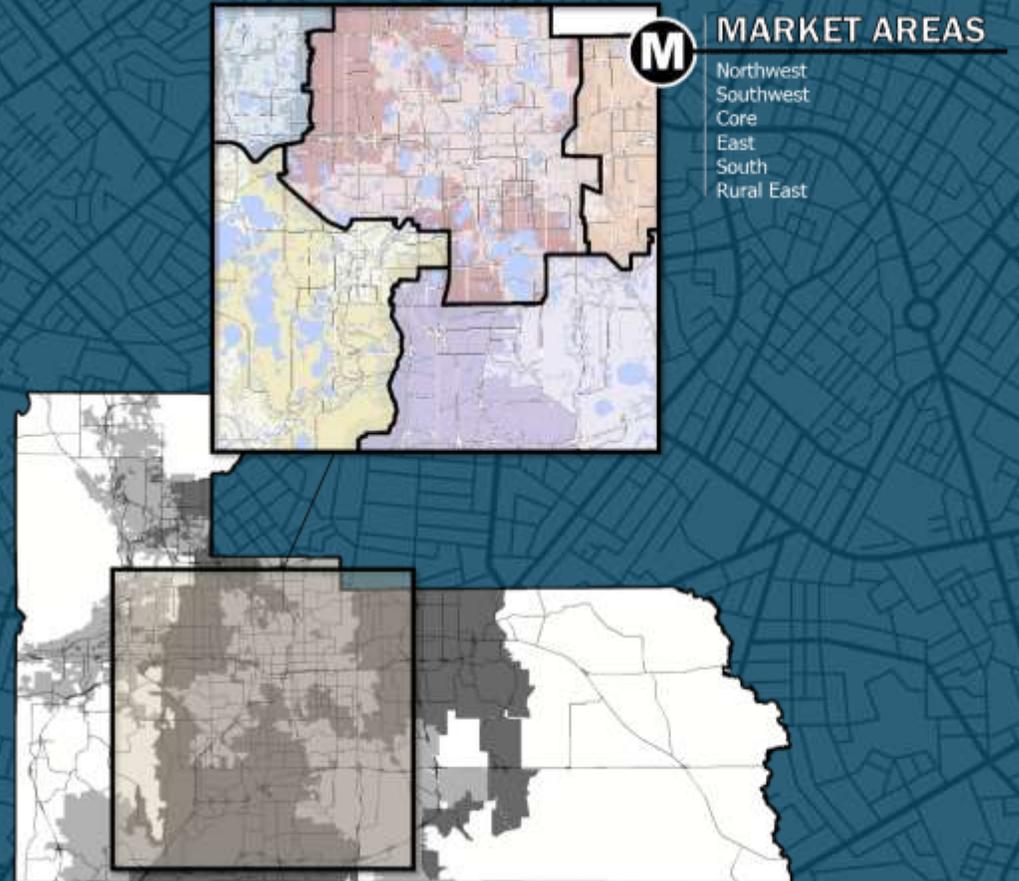
Vision 2050 Framework



Vision
2050

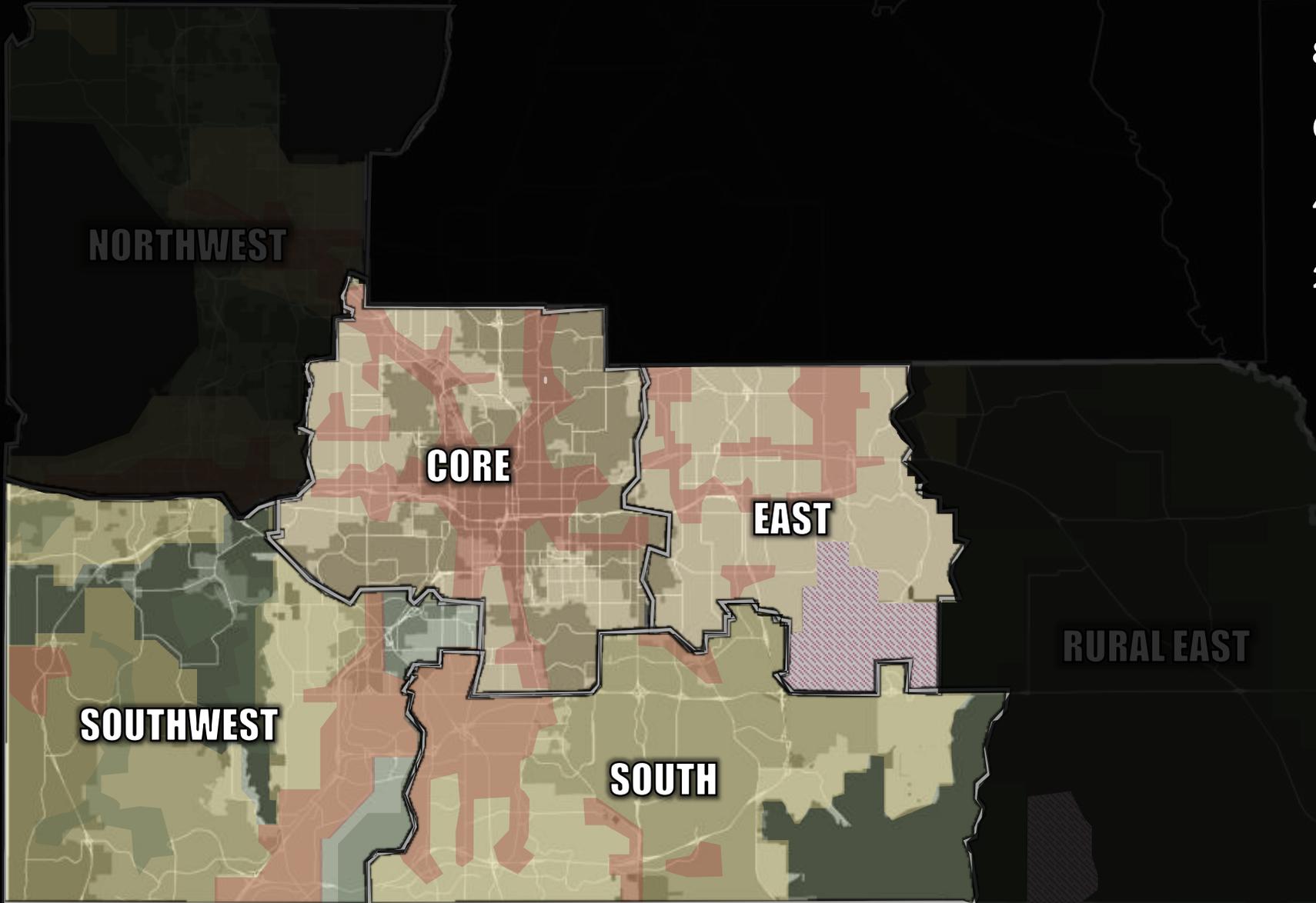
- Urban Market Areas

Vision 2050 Framework

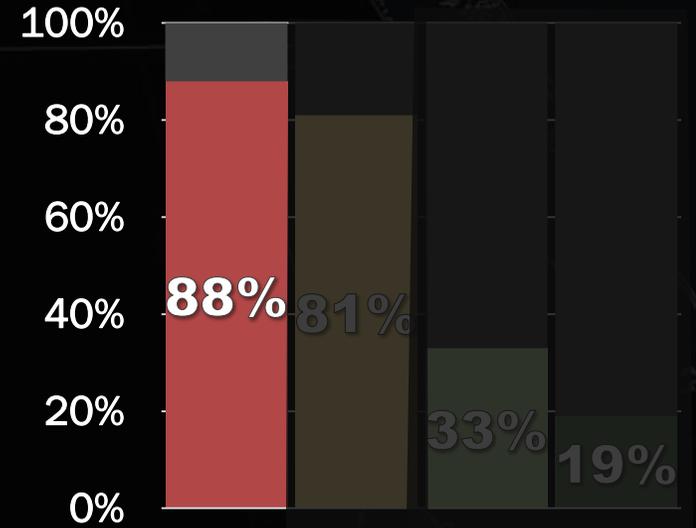


MARKET AREAS

VISION 2050 – URBAN + SUBURBAN + RURAL



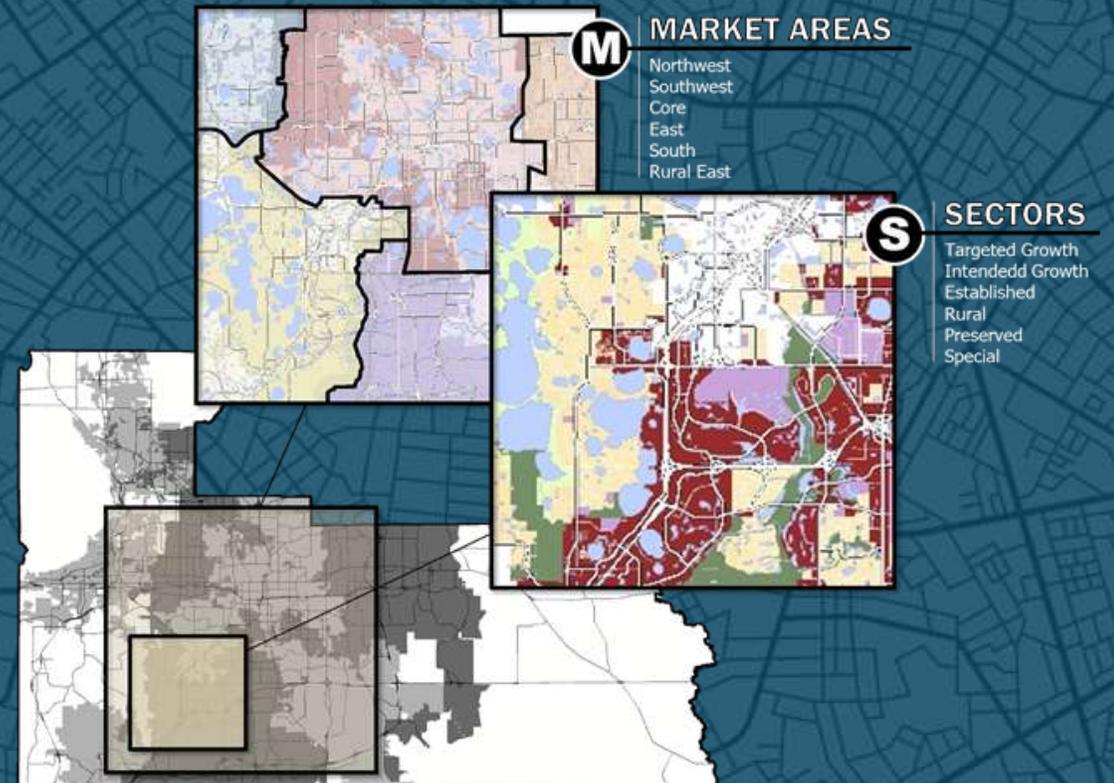
2050 AREA CHARACTER



Vision 2050

- Urban Market Areas
- Target Sector requires reliable and dependable Transit Plan

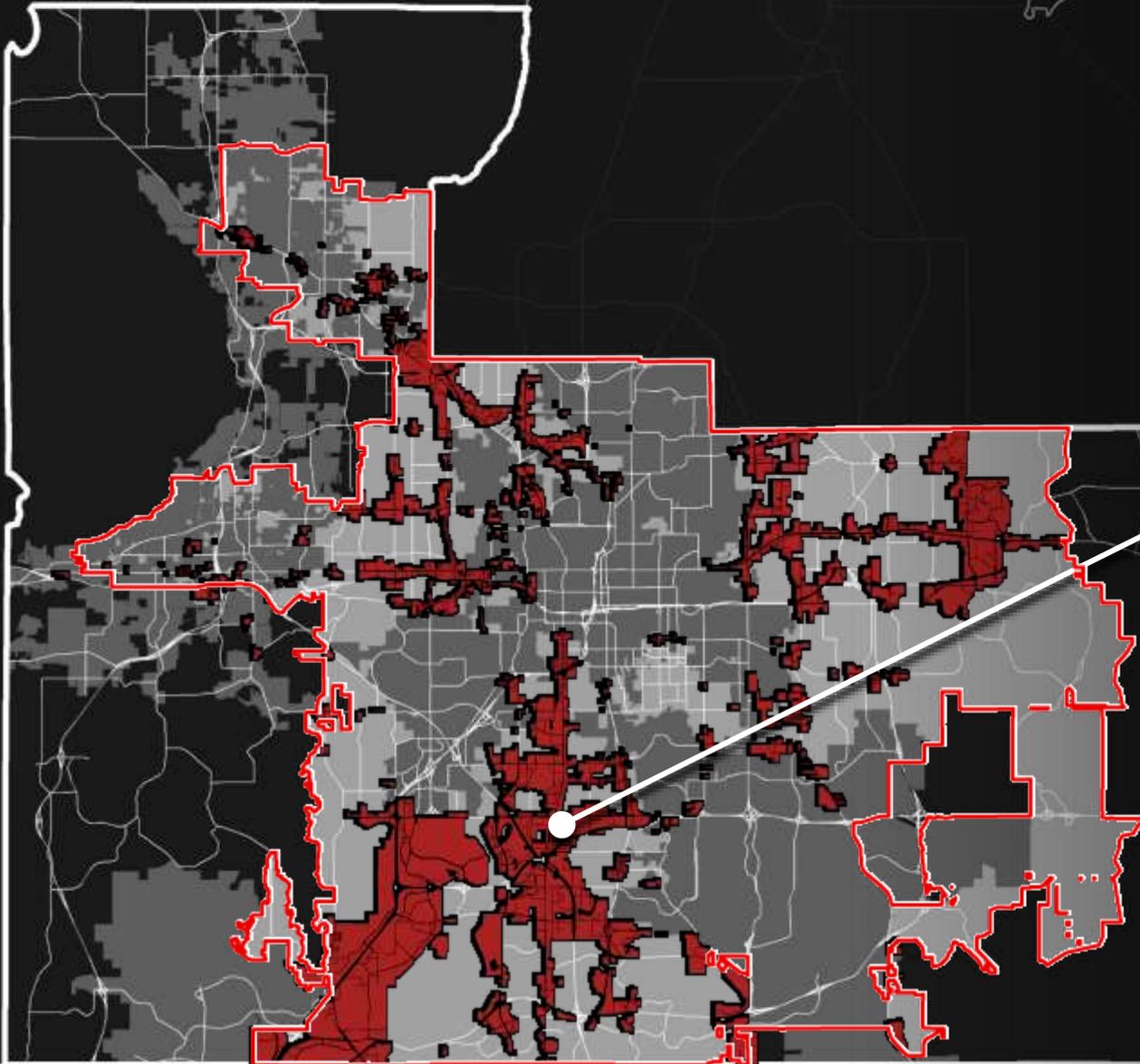
Vision 2050 Framework



PLANNING SECTORS

TARGETED GROWTH SECTOR

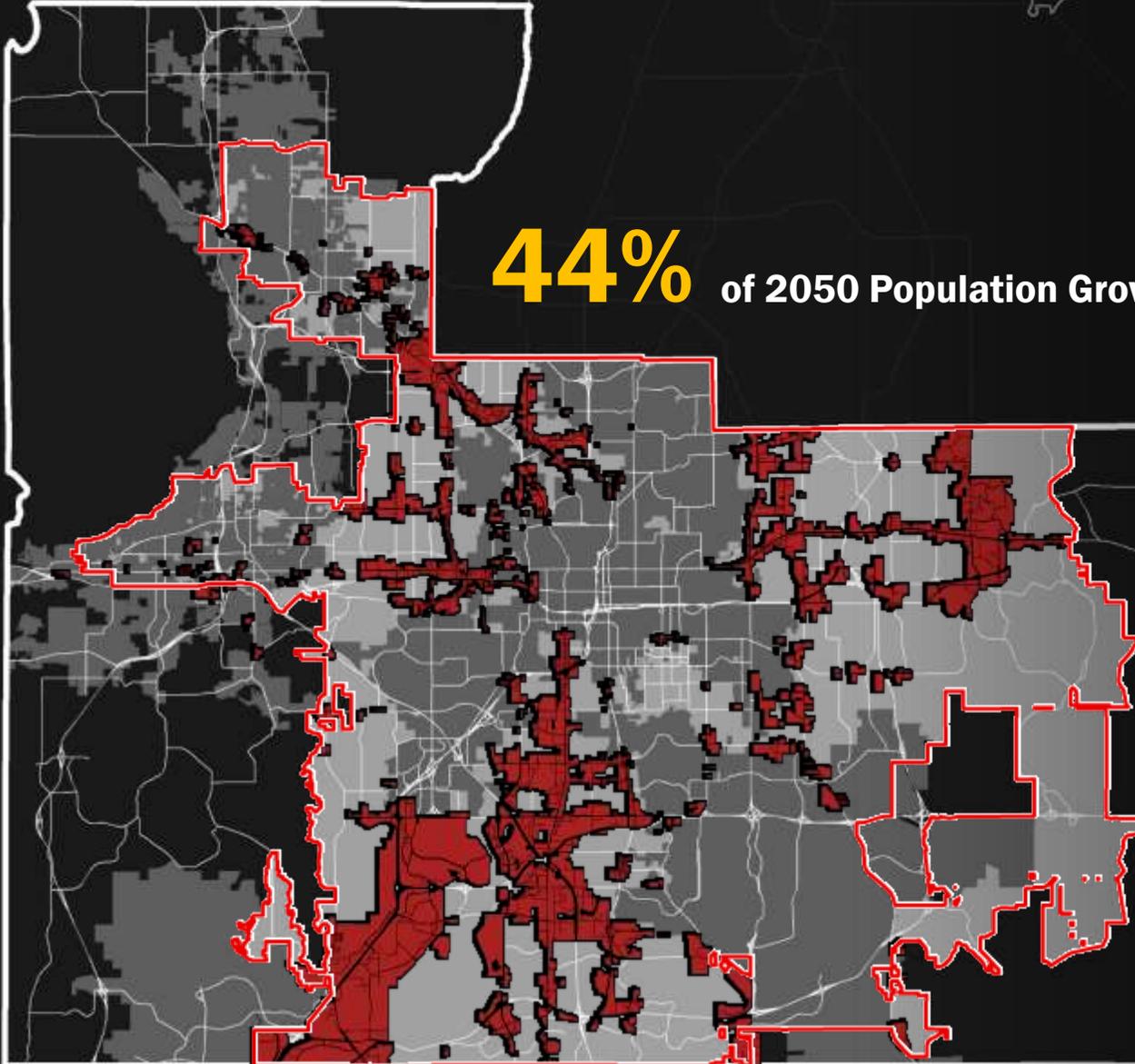
Orange County	USA/ RSA	Sector
Market Areas	Rural Service Area	Preserved
		Rural
		Special
	Urban Service Area	Established
		Intended Growth
		Targeted Growth



PLANNING SECTORS

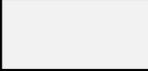
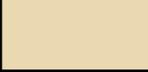
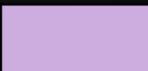
TARGETED GROWTH SECTOR

44% of 2050 Population Growth



VISION 2050

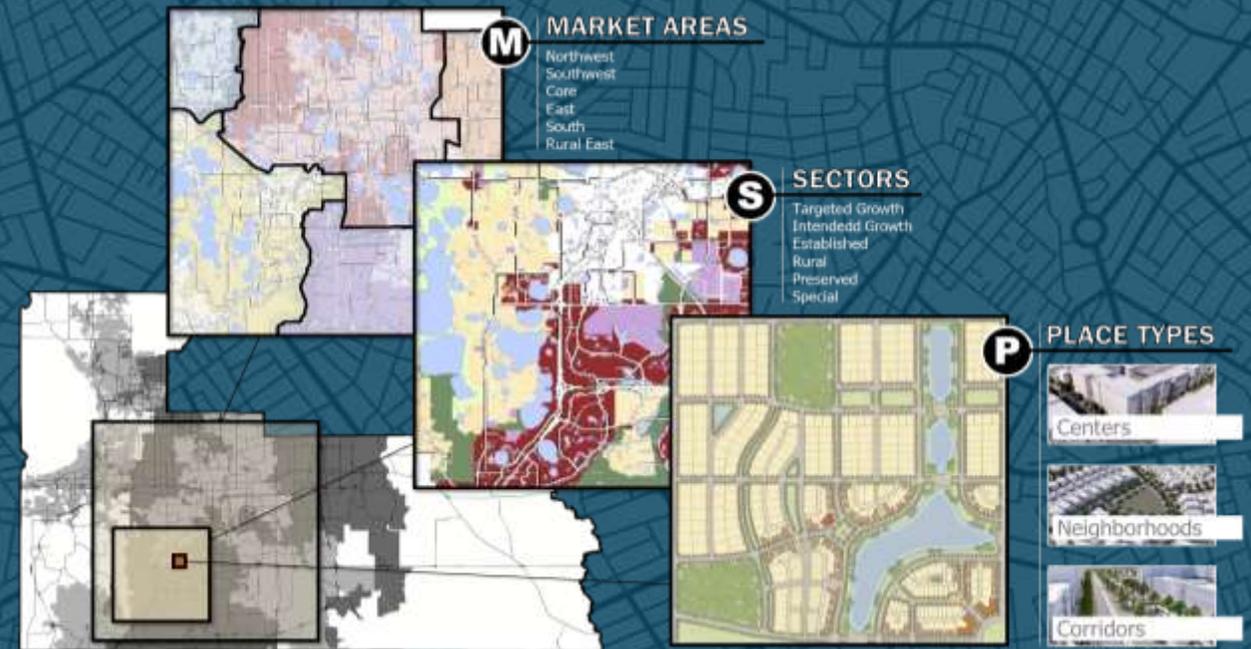
Framework – Sectors & Place Types

	Incorporated Areas	255,000
	Established Sector	44,000
	Intended Growth Sector	65,000
	Targeted Growth Sector	304,000
	Rural Sector	22,000
		△ 0
	Total	690,000
	Preserved Sector	0
	Special Sector	0

Vision 2050

Vision 2050 Framework

- Urban Market Areas
- Target Sector requires reliable and dependable Transit Plan
- Vision Framework Preserves Existing and Plans for New “Places”



CONTEXT DIVERSITY

ORANGE COUNTY TRANSECT

Diversity:

- Environmental
- Development Trends
- Demographics
- Life Style
- Transportation Needs



NATURAL



RURAL



SUBURBAN

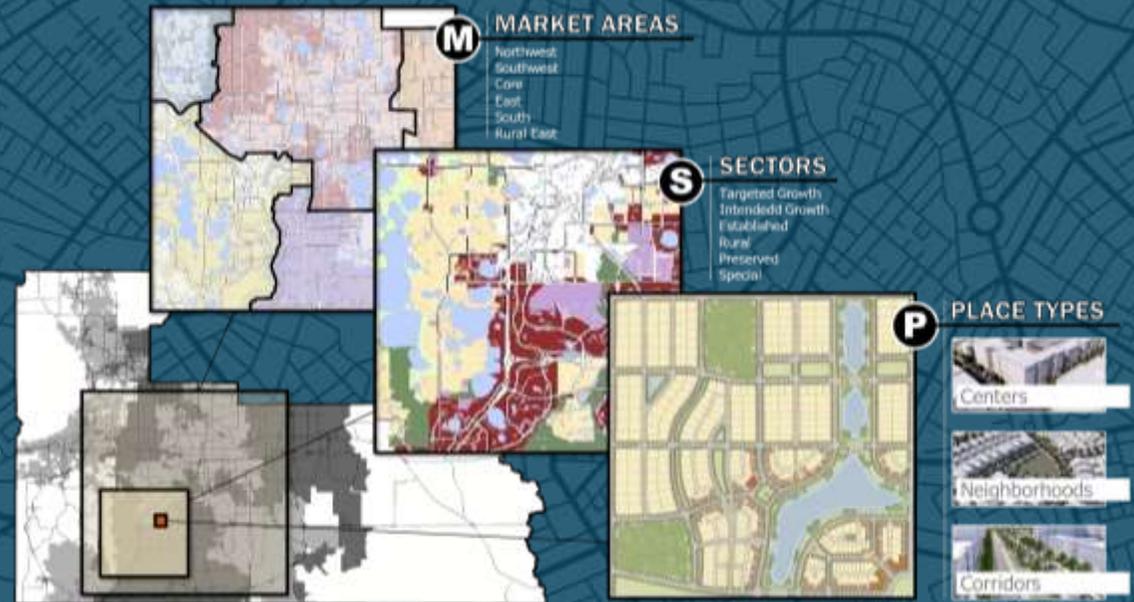


URBAN

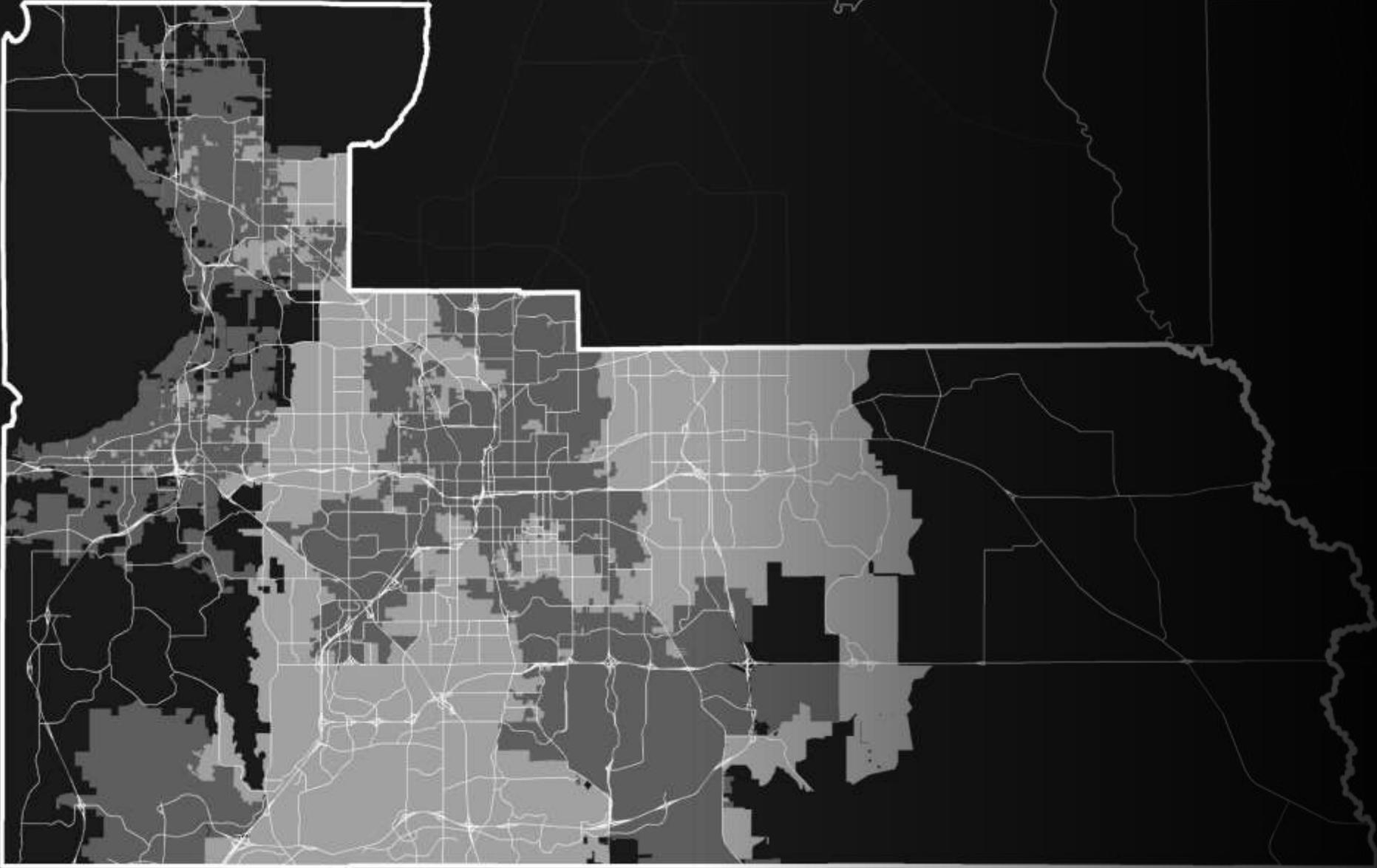
Vision 2050

- Urban Market Areas
- Target Sector requires reliable and dependable Transit Plan
- Vision Framework Preserves Existing and Plans for New “Places”
- Multimodal Transportation Corridors connect Neighborhoods to Employment

Vision 2050 Framework

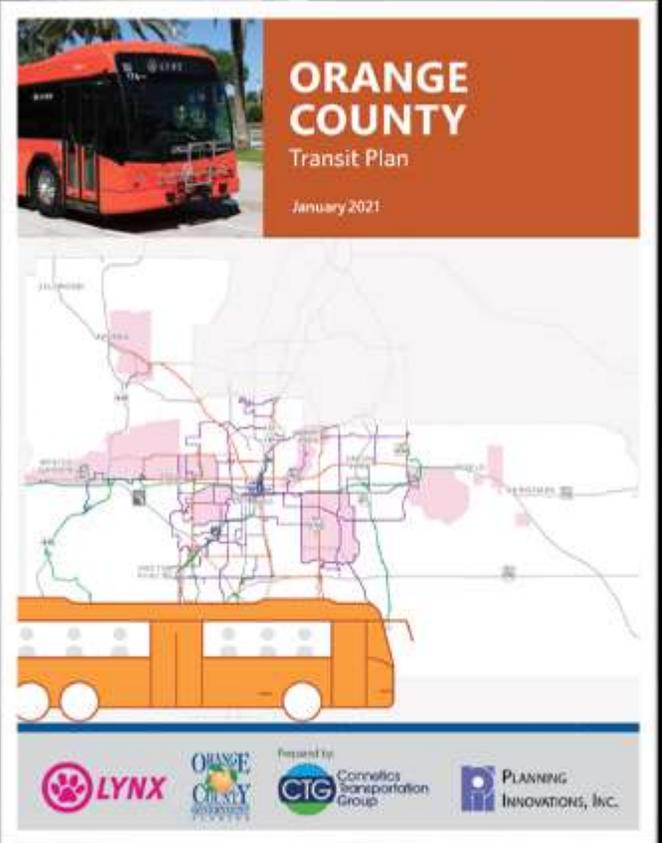
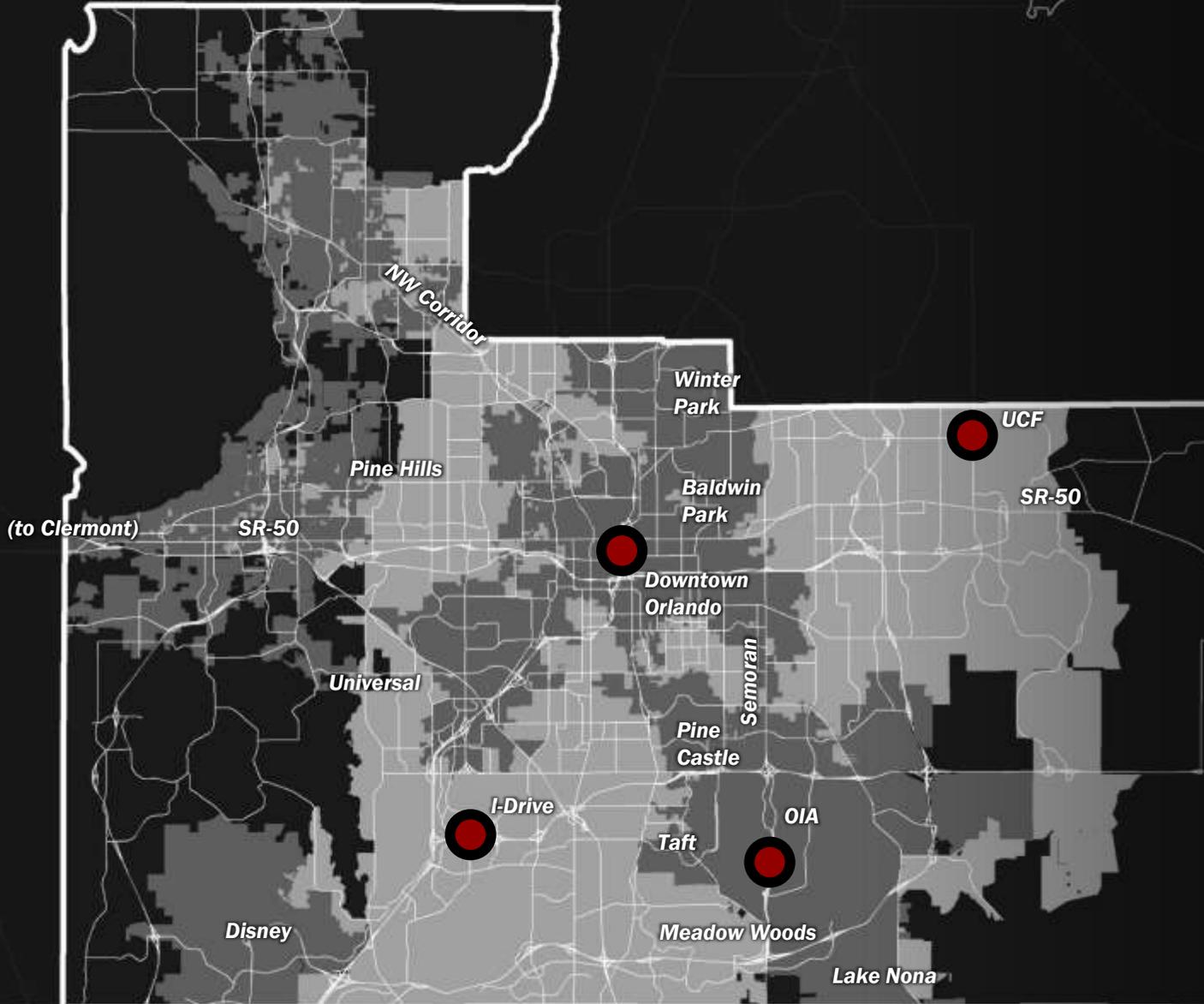


PLANNING SECTORS



PLANNING SECTORS

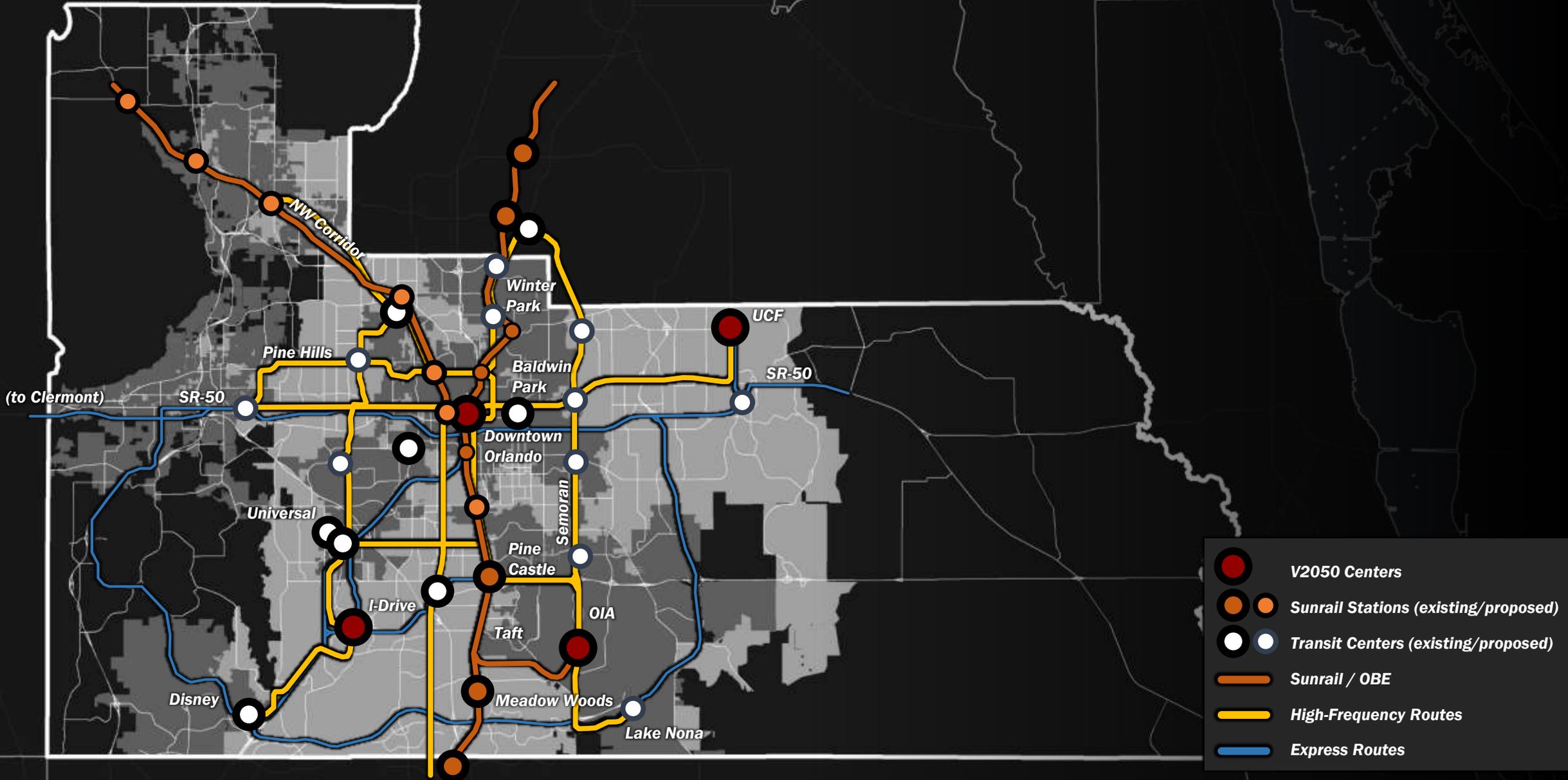
MAJOR CENTERS



● V2050 Centers

PLANNING SECTORS

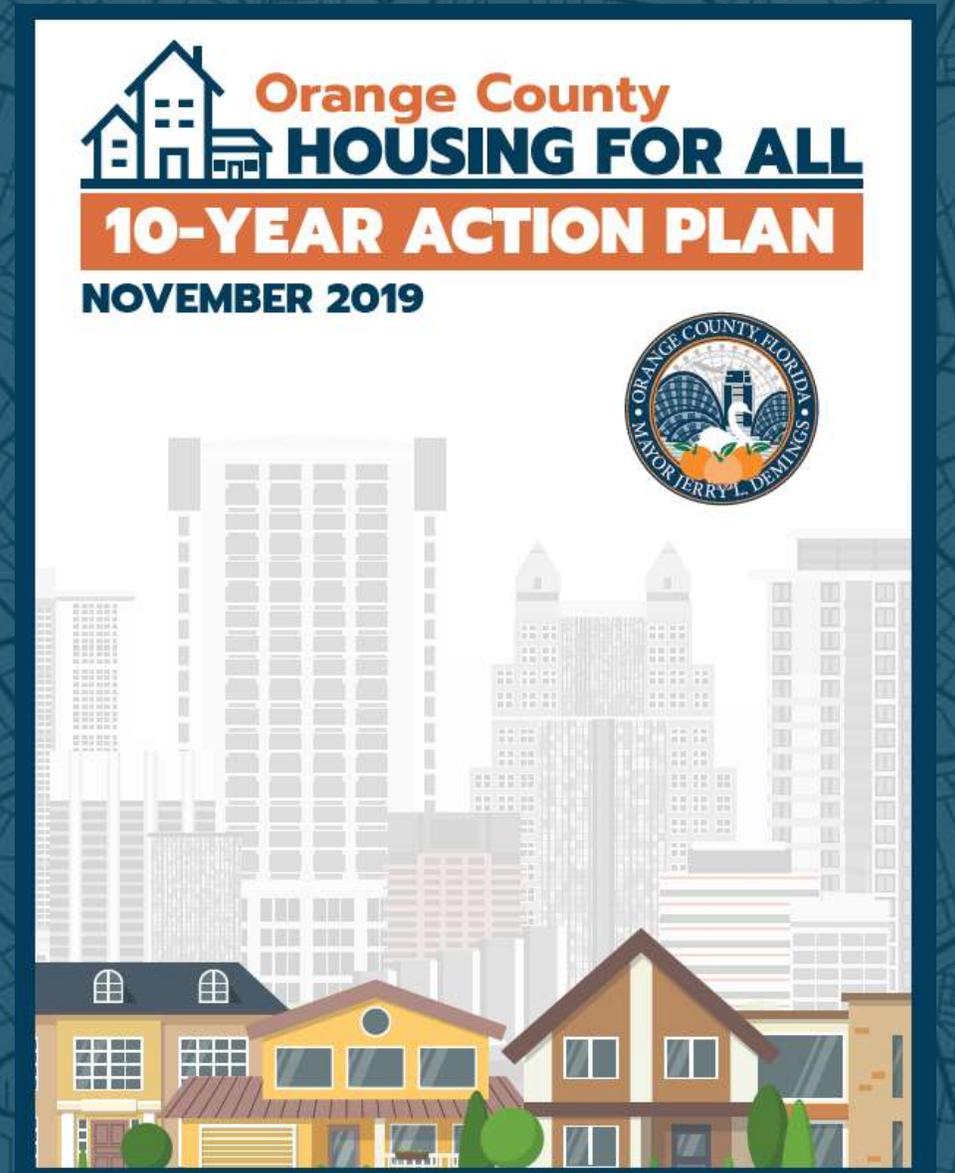
TRANSIT NETWORK



- V2050 Centers
- Sunrail Stations (existing/proposed)
- Transit Centers (existing/proposed)
- Sunrail / OBE
- High-Frequency Routes
- Express Routes

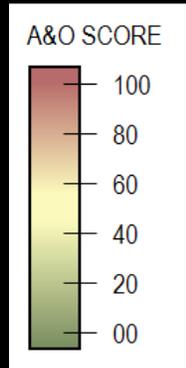
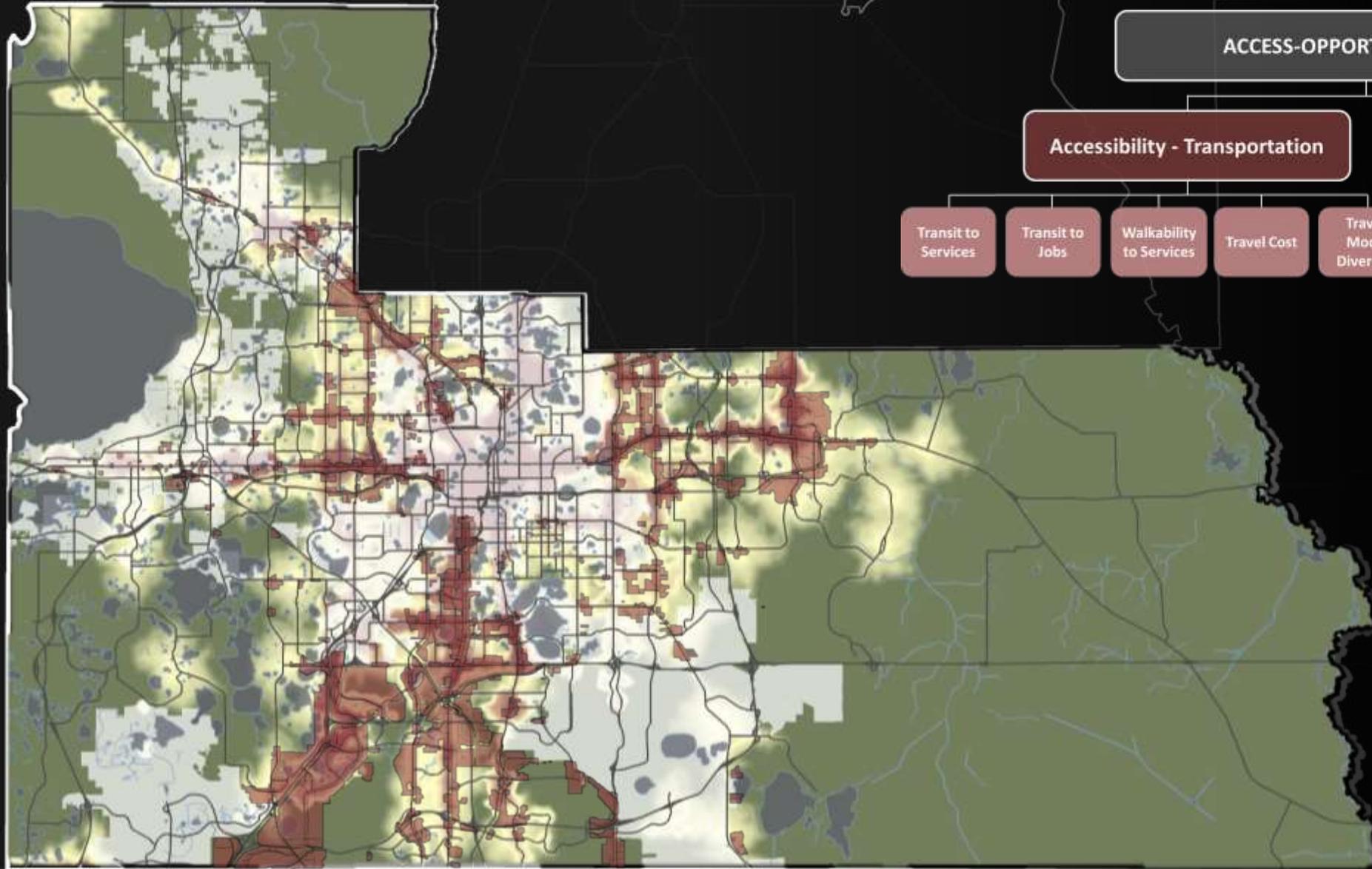
Housing/ Accessibility

- Transportation/Housing Affordability
- Diversity of Housing Inventory
- Housing Proximity to Transit/Jobs



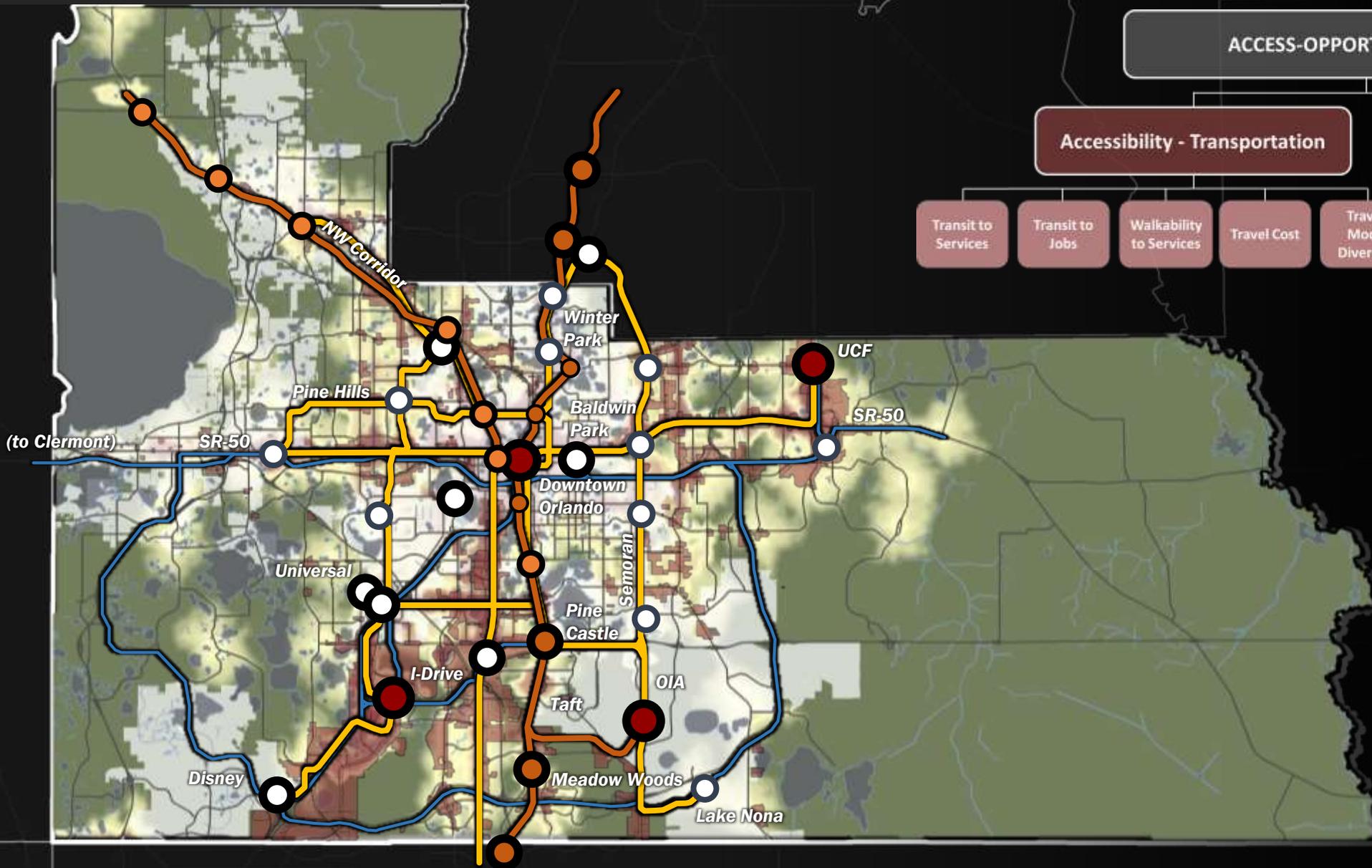
PLANNING SECTORS

TARGETED GROWTH SECTOR



PLANNING SECTORS

TRANSIT NETWORK



ACCESS-OPPORTUNITY MODEL

Accessibility - Transportation

Opportunity and Socioeconomic

Transit to Services

Transit to Jobs

Walkability to Services

Travel Cost

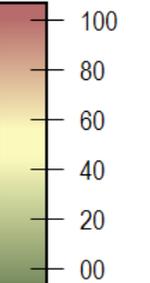
Travel Mode Diversity

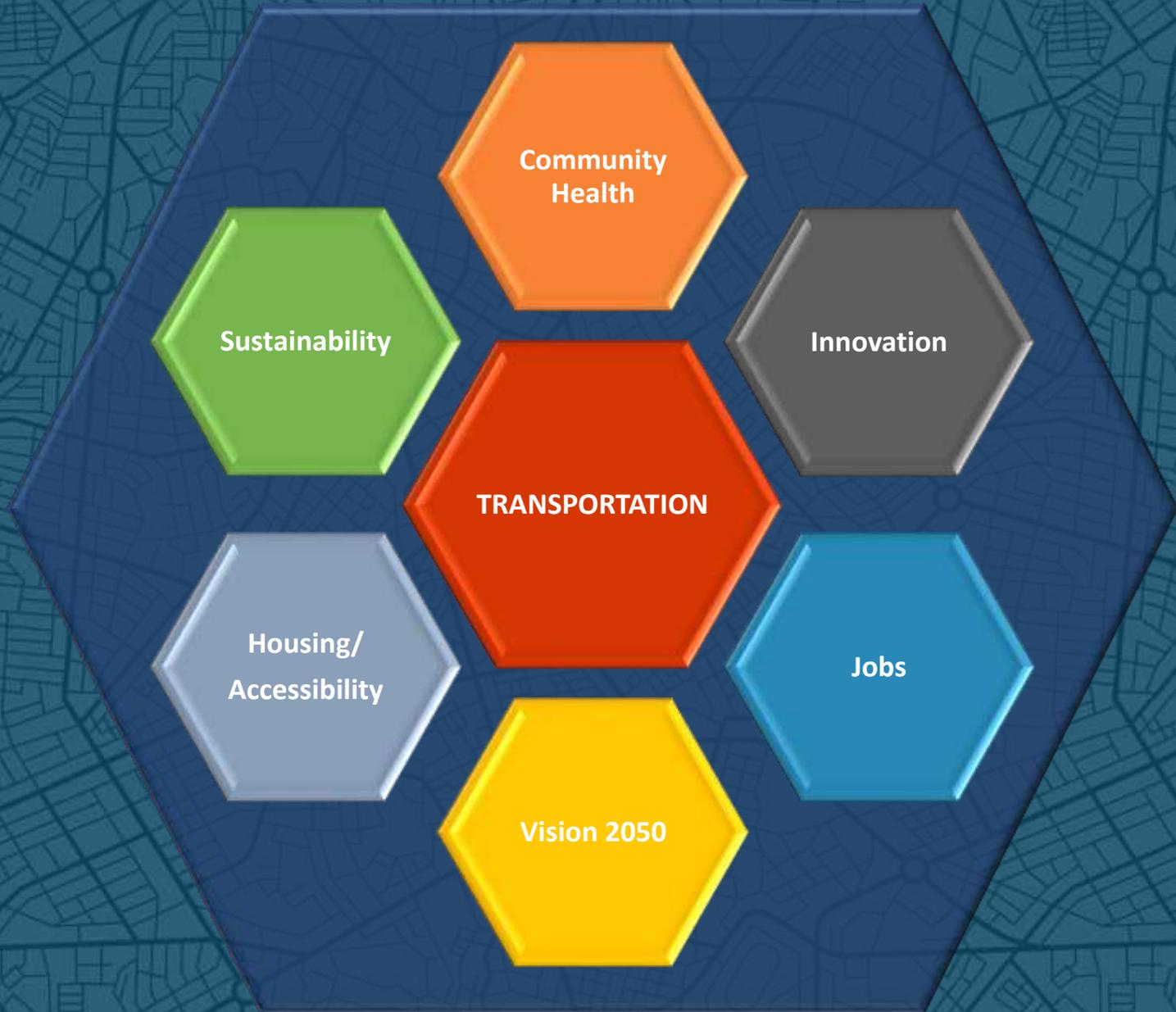
School Proficiency

Housing Units

Labor Market Engagement

A&O SCORE





**Community
Health**

Sustainability

Innovation

TRANSPORTATION

**Housing/
Accessibility**

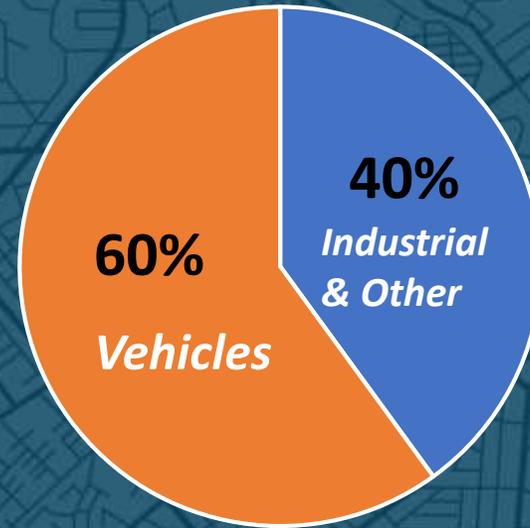
Jobs

Vision 2050

Sustainability

- Average daily traffic counts increased 13% between 2010 and 2020
- Business as usual forecast shows 9% increase in greenhouse gas emissions by 2030
- Health impacts and susceptibility for vulnerable people

Goal: 50% of fleet to be zero-emission electric by 2028.



Maintain 'Good' Status with Population Growth



Sustainability

County Goal: Protect and enhance 35% tree canopy and wildlife habitats on County property

- Reduce impact with tree protection requirements
- Establish per project minimum reduction in average annual pollutant load and removal efficiency
- Exceed 2,500 trees planted per year
- Prepare infrastructure for increased storm events

Safe bicycle infrastructure creates an average of 11.4 construction jobs for every \$1M spent. (AARP)



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Community Re-Engagement

2019-2020

- Seven Transportation Listening Sessions
- Community Engagement
- Comments & Recommendations
- Transportation Survey



2021-2022

- Six Transportation Open House Meetings
- Community Engagement
- Comments & Recommendations
- Transportation Survey

Community Re-Engagement | Open House Booths

- LYNX
- SunRail
- MetroPlan Orlando
- Orange County Public Works
 - Intersection Improvements
 - Roadway Improvements
 - Street Lighting
 - Pedestrian and Bicycle Safety
 - Technology
 - Traffic Signalization
 - Operations & Maintenance
- Sustainability & Resilience
- Economic Impact
- Municipalities



Community Re-Engagement Results

- 250 Meetings/”Touch Points”
- Approximately 10,000 Participants
- An estimated 6,300 comments and recommendations
- Nearly 16,000 surveys completed



Survey Results - Key Findings

Current transportation challenges:

- **Traffic Congestion**
- **Cost of Commute**
- **Bicycle & Pedestrian Safety**
- **Transit Needs**



Survey Results - Key Findings

Top priorities for improving transportation in Orange County:

- **Building a Mass Transit System**
(to include buses, trains and other modes of transportation)
- **Maintaining and repairing existing roads**
- **Increasing use of new technologies to improve transportation efficiency and safety**
- **Increasing pedestrian safety**
- **Improving traffic signal timing**
- **Improving SunRail System**
- **Widening existing roads**



Survey Results - Key Findings

LYNX Bus Service Priorities:

- Increase access to more places
- Service from home to work
- Service connecting to SunRail System
- Increased frequency
- More express service/fewer stops
- Service from home to airport
- Convenient LYNX bus stops and routes



Survey Results - Key Findings

SunRail System Priorities:

- Evening and weekend service
- Service from home to airport
- Service from home to work
- Longer Service hours
- Increased Frequency/Access to more places
- East – West route



TRANSPORTATION INITIATIVE



Transportation Initiative

Take the Survey

Open Houses

BCC Work Sessions

2019 Feedback

Fast Facts

Frequently Asked Questions

In the News

Transportation Initiative



www.ocfl.net/Transportation

**HELP SHAPE TRANSPORTATION
IN ORANGE COUNTY.**

**TAKE THE
TRANSPORTATION SURVEY**



ocfl.net/Transportation

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Transit



Transit

- **Public Transit in Central Florida**
- **Orange County Transit Plan**
 - Plan Objectives
 - Enhanced Service
 - Expanded Facilities
 - Planned Implementation
 - Costs



Public Transit in Central Florida

- Serving Orange, Seminole and Osceola
- Over 2,500 sq. miles
- Population over 2M / 75M guests to our region
- Over 70 bus routes / 300+ buses
- 65K paratransit trips per month
- 12 flexible shared ride zones (NeighborLink)
- More than 25 million trips/rides each year



- Serving the tri-county area since 1972
- Local bus service offers:
 - fixed route
 - flexible on-demand
 - paratransit services

Public Transit in Central Florida



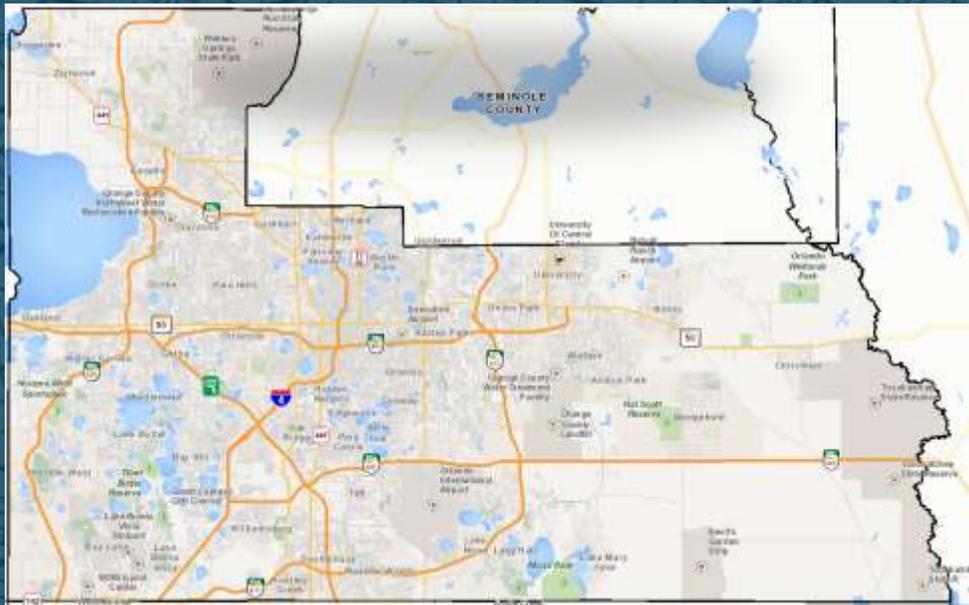
- **Serving Orange, Volusia, Seminole and Osceola**
- **48.9-mile commuter rail system**
- **Serving 16 stations**
- **Currently runs 34 train trips per day (Monday through Friday, excluding holidays)**

Service is currently operated by the Florida Department of Transportation with a planned transition to the local governments in the summer of 2024

Public Transit in Central Florida

Orange County

- 1.43M Residents
- Over 1,000 sq. miles in land area
- 75M guests annually



Bus

- 55 bus routes
- 6 NeighborLink (flexible shared ride zones)
- 244 buses
- 20M passenger trips annually



Paratransit

- Over 42K passengers trips per month
- 128 vehicles



Rail

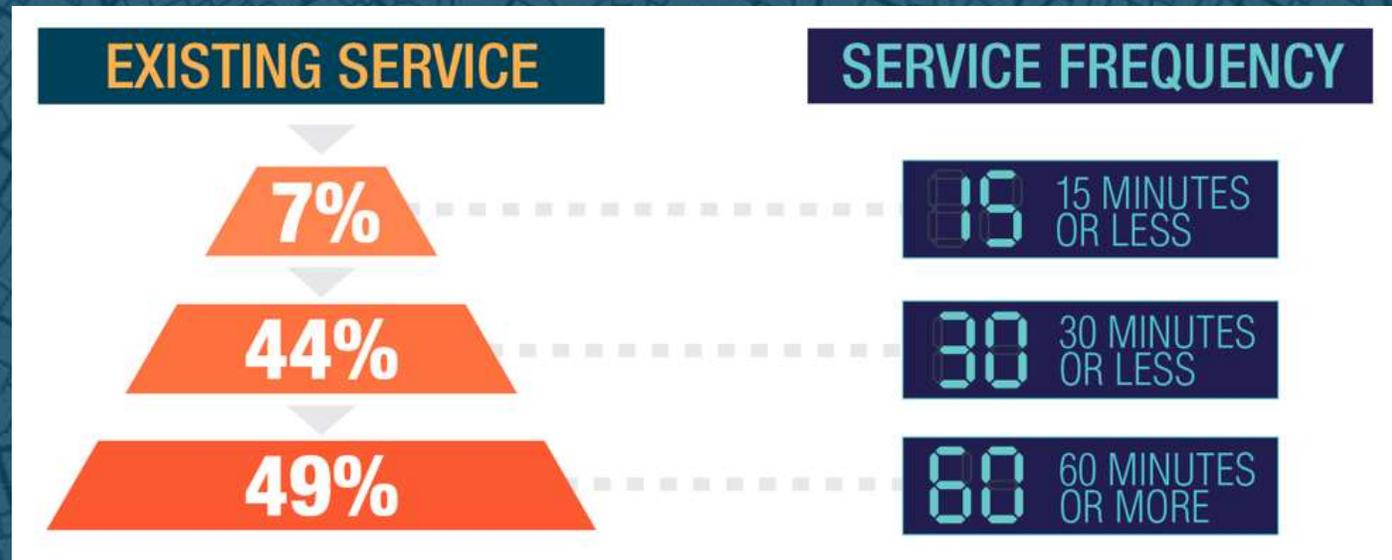
- 8 stations
- 34 train trips per day
- Over 36k passengers trips per month



Public Transit in Central Florida

Service Challenges:

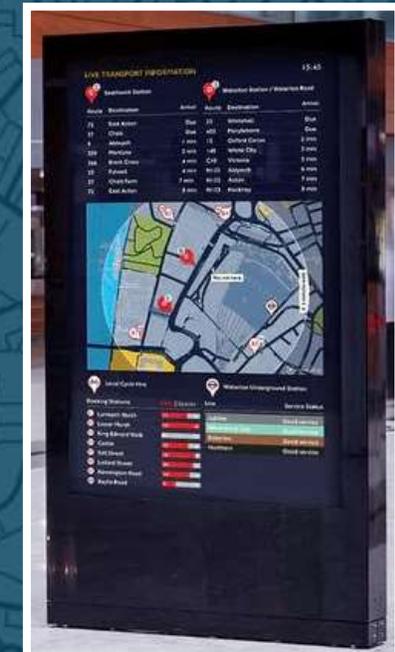
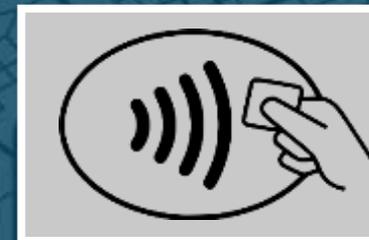
- Mostly local service – no express
- Long wait times between local buses
- Trips with a transfer require long waits between connections
- Inconsistent commute times
- Limited night and weekend service
- No Rail service on weekends



Public Transit in Central Florida

Sustainability and Technology:

- Over 1/3 of the Bus Fleet over 500K miles (Useful life)
- 125 Diesel buses in the bus fleet
- Limited Digital signage and “Where’s my bus” technologies
- Limited contactless fare payment options



- **Public Transit in Central Florida**
- **Orange County Transit Plan**
 - **Plan Objectives**
 - **Enhanced Service**
 - **Expanded Facilities**
 - **Planned Implementation**
 - **Costs**

OC Transit Plan – Plan Objectives

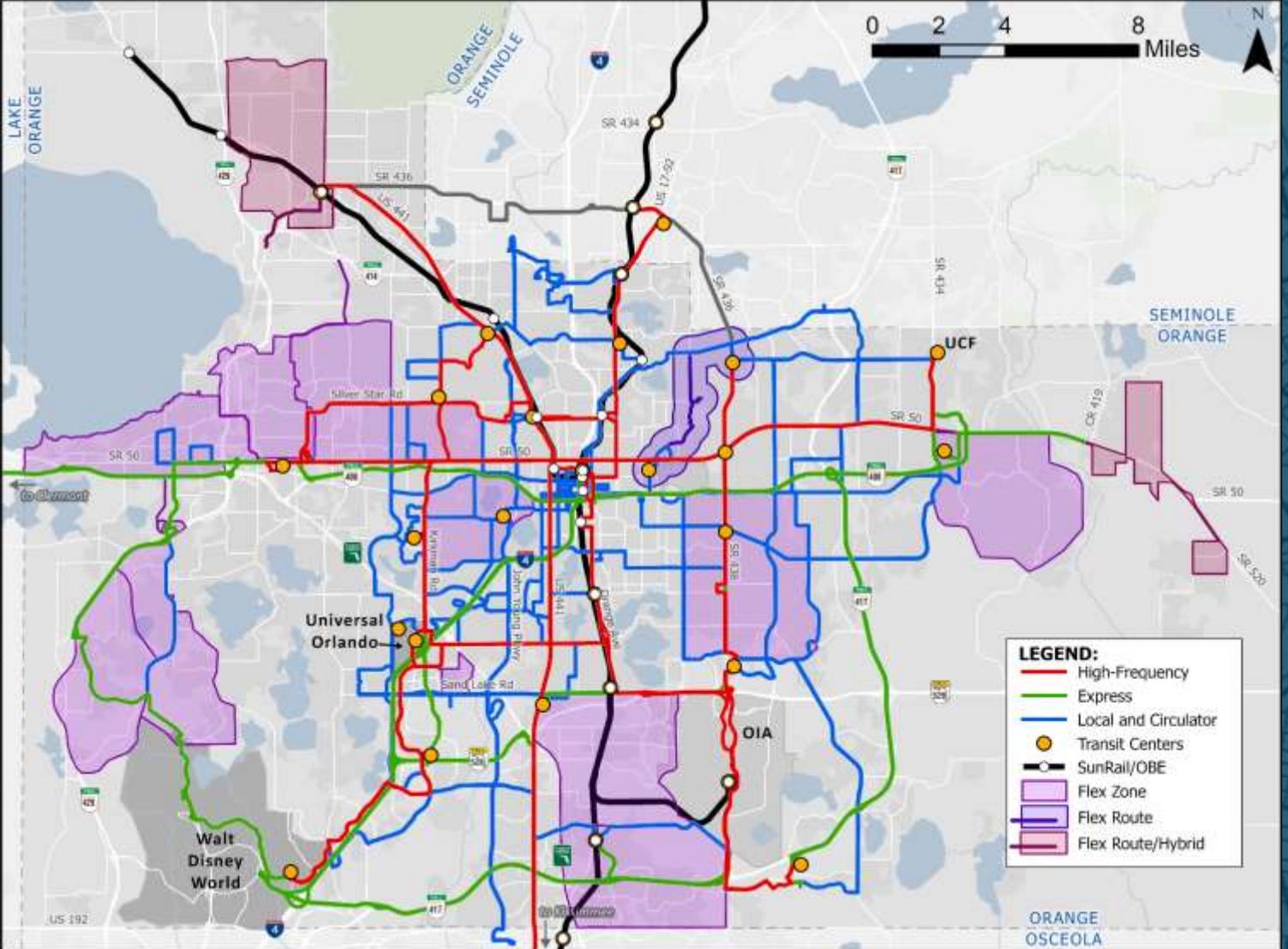
- Build a comprehensive network of mobility options
- Create a high frequency core network connecting activity and employment centers along regional commercial corridors
- Upgrade and expand passenger facilities and support infrastructure
- Enhance SunRail service as the regional north-south transit spine
- Implement fast, frequent regional express services that greatly improve travel times



Orange County Transit Plan

Enhanced Service

- New High Capacity & Priority Transit Corridors
- New High Speed Regional Express Routes
- New Flexible Shared Ride zones
- Overall Bus Frequency Improvements
- Expansion of SunRail Service
- Paratransit enhancement to support vulnerable population needs



OC Transit Plan – Enhanced Service



New High Capacity & Priority Transit Corridors

- 6 High Capacity Corridors (BRT/BAT @10 min freq.)
 - S.R. 436
 - S.R. 50
 - Kirkman Road
 - Oak Ridge Road
 - U.S. 441 South
 - International Drive
- 4 Priority Corridors (BRT-lite @ 15 min freq.)
 - Silver Star Road
 - Orange Avenue South
 - U.S. 17-92 North
 - U.S. 441 North
- BRT corridors include station areas and amenities
- Bicycle and pedestrian improvements for each station area
- Transit Oriented Development (TOD) opportunities



* Bus Rapid Transit (BRT); Business Access / Transit (BAT)

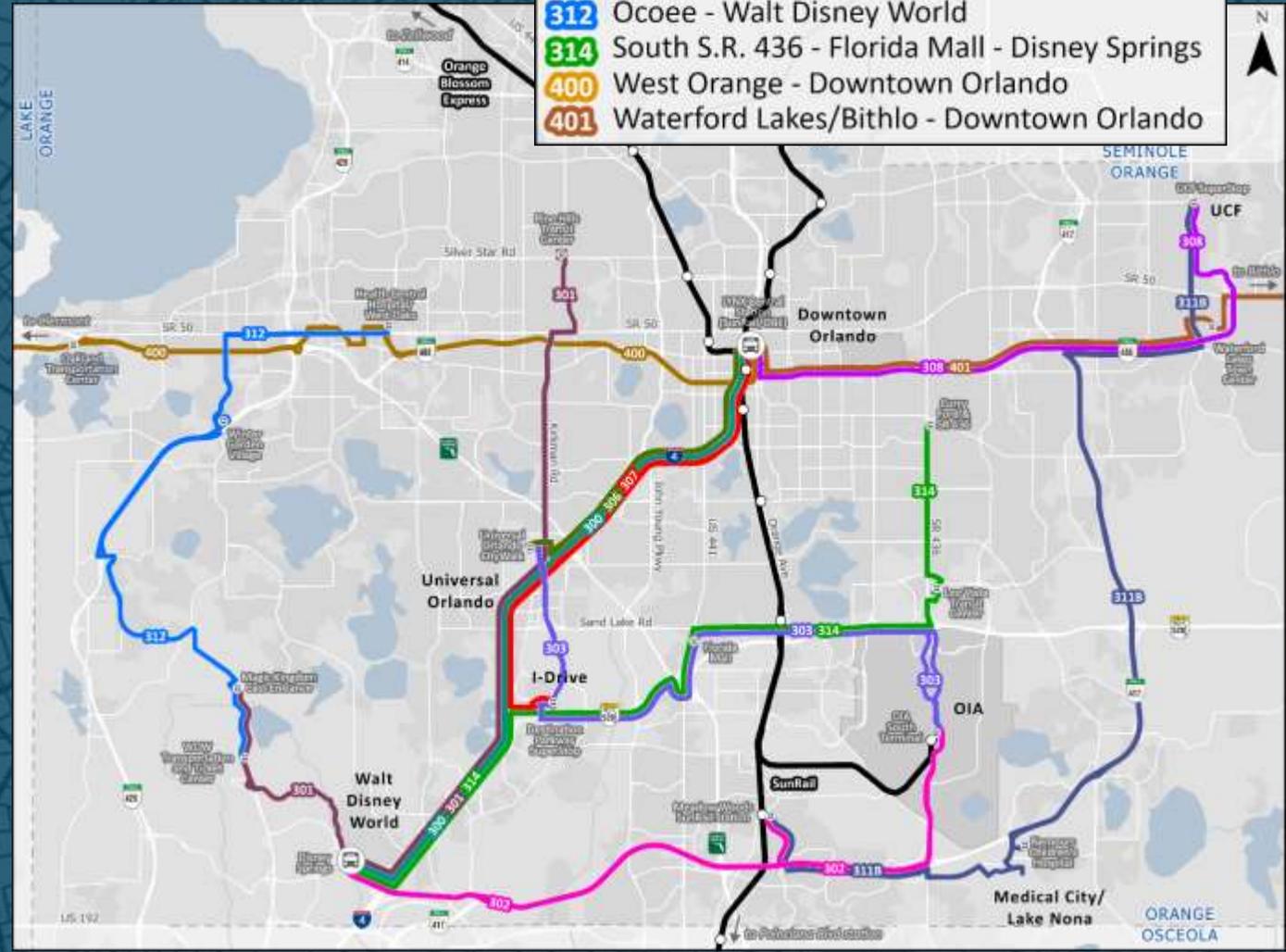
OC Transit Plan – Enhanced Service

12 New High Speed Regional Express Routes

- Zero Emission Coach Buses
- Limited Stop / Express Service
- 7 days per week
- 30 minute frequency
- 17 hours per day



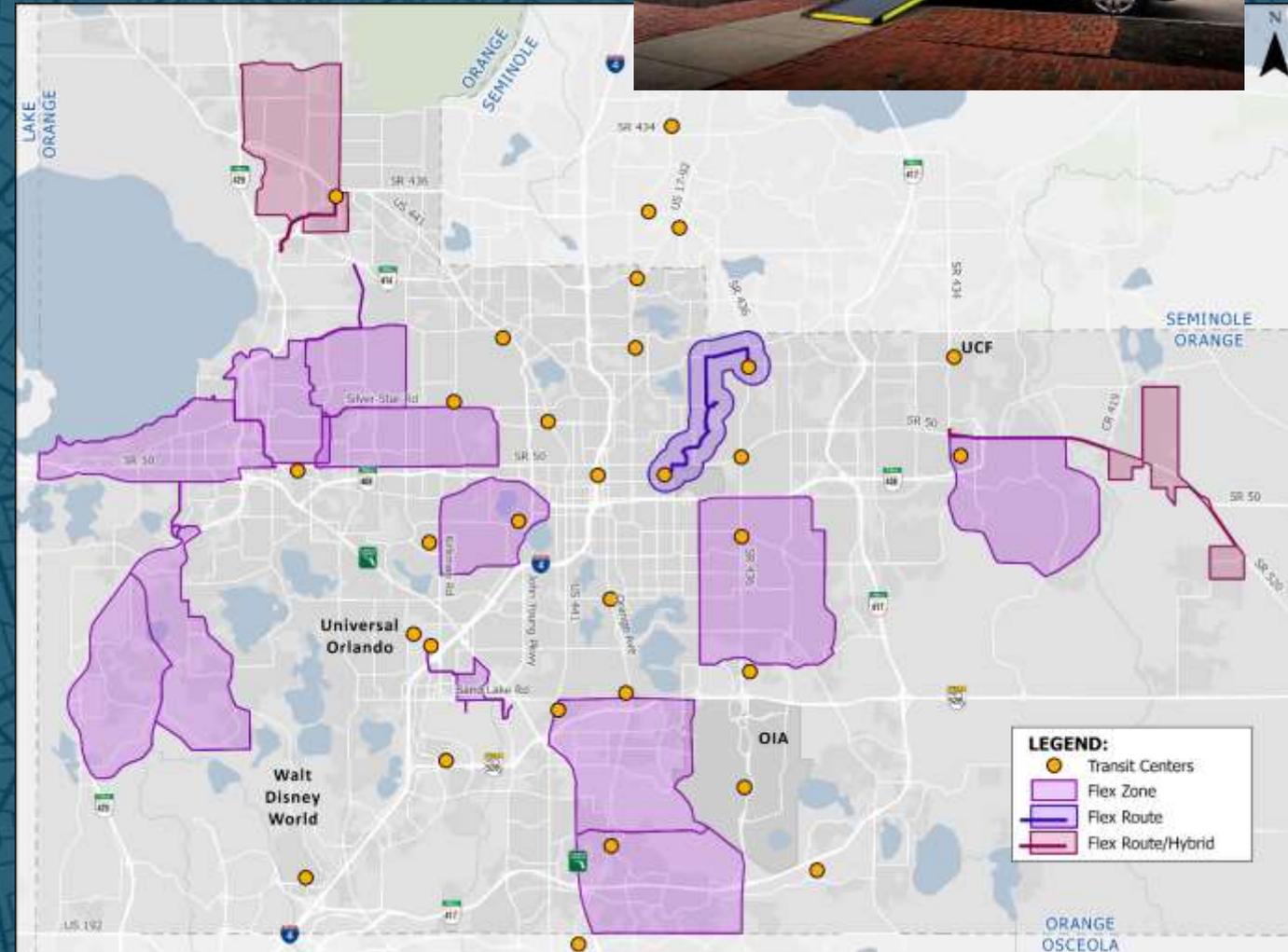
300	Downtown Orlando - Disney Springs
301	Pine Hills - Walt Disney World
302	OIA - Meadow Woods SunRail - Disney Springs
303	OIA - Florida Mall - I-Drive - Universal Orlando
306	Downtown Orlando - Universal Orlando
307	Downtown Orlando - I-Drive
308	UCF - Downtown Orlando
311B	UCF - Medical City - Meadow Woods SunRail
312	Ocoee - Walt Disney World
314	South S.R. 436 - Florida Mall - Disney Springs
400	West Orange - Downtown Orlando
401	Waterford Lakes/Bithlo - Downtown Orlando



OC Transit Plan – Enhanced Service

11 New Flexible Shared Ride Zones

- Enhanced service in existing zones
- Curb to Curb service
- One seat ride anywhere in the zone
- Reservation for pickup
- Connections to Rail Stations and Transfer Centers



OC Transit Plan – Enhanced Service

Overall Bus Frequency Improvements

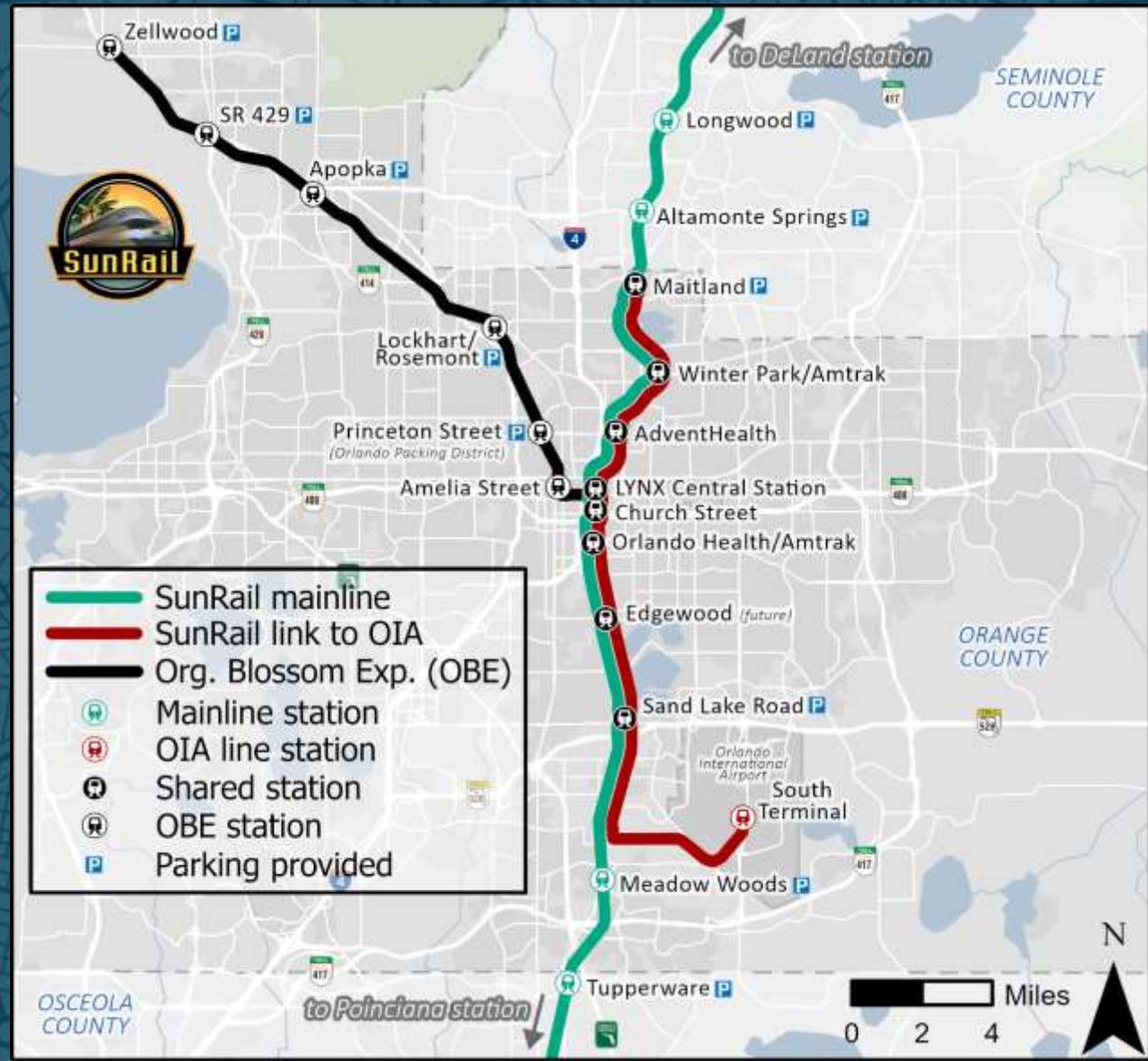
MORE BUSES MORE OFTEN.



OC Transit Plan – Enhanced Service

Expansion of SunRail Service

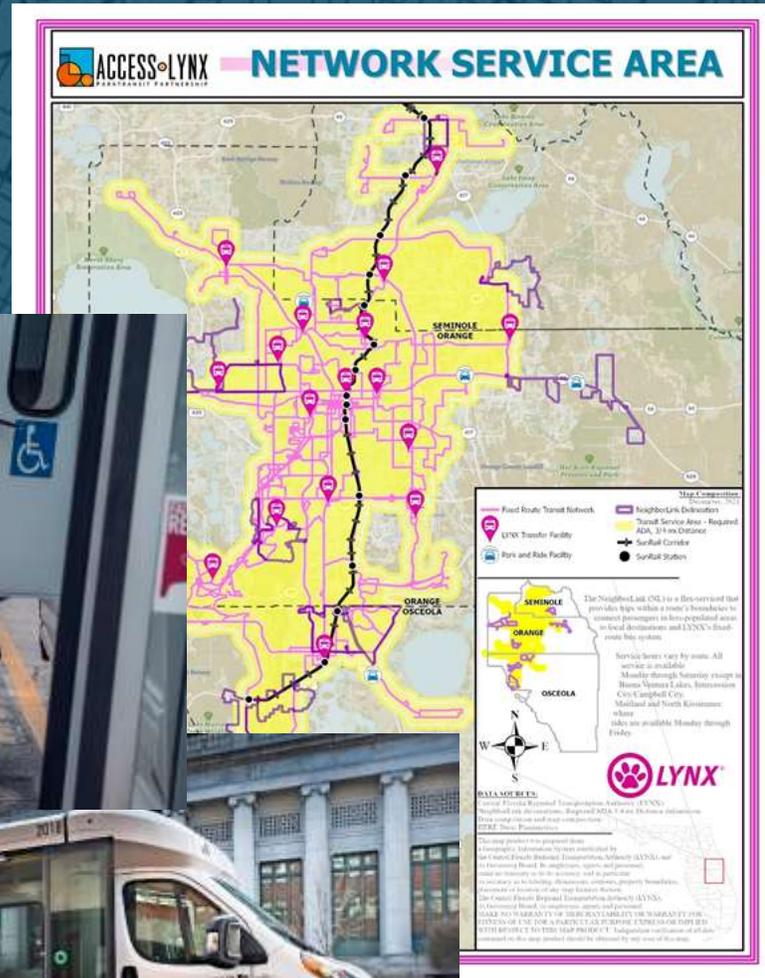
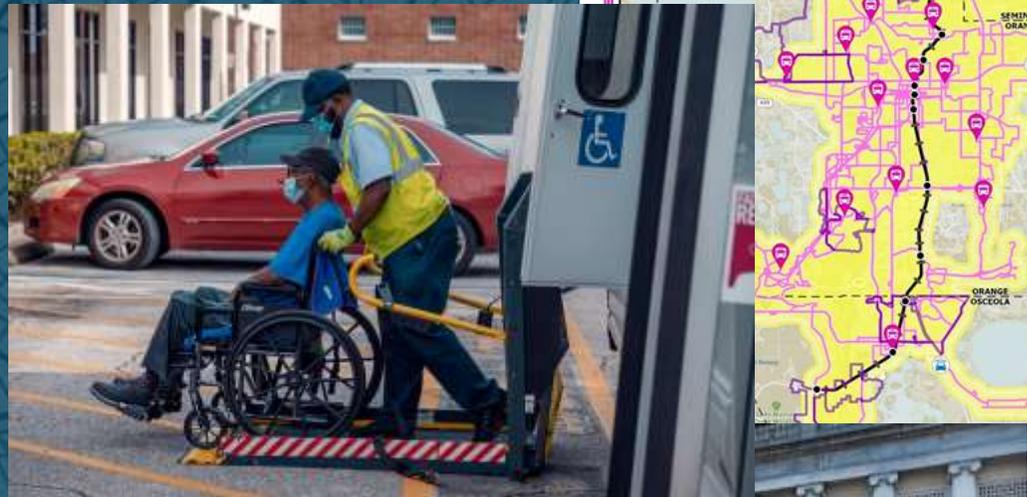
- Increase frequency to 15 mins Peak, 30 mins Off Peak and 60 mins weekend
- New Weekend and evening Service
- New Service to Orlando International Airport (OIA) and Apopka / Zellwood



OC Transit Plan – Enhanced Service

Paratransit Enhancement

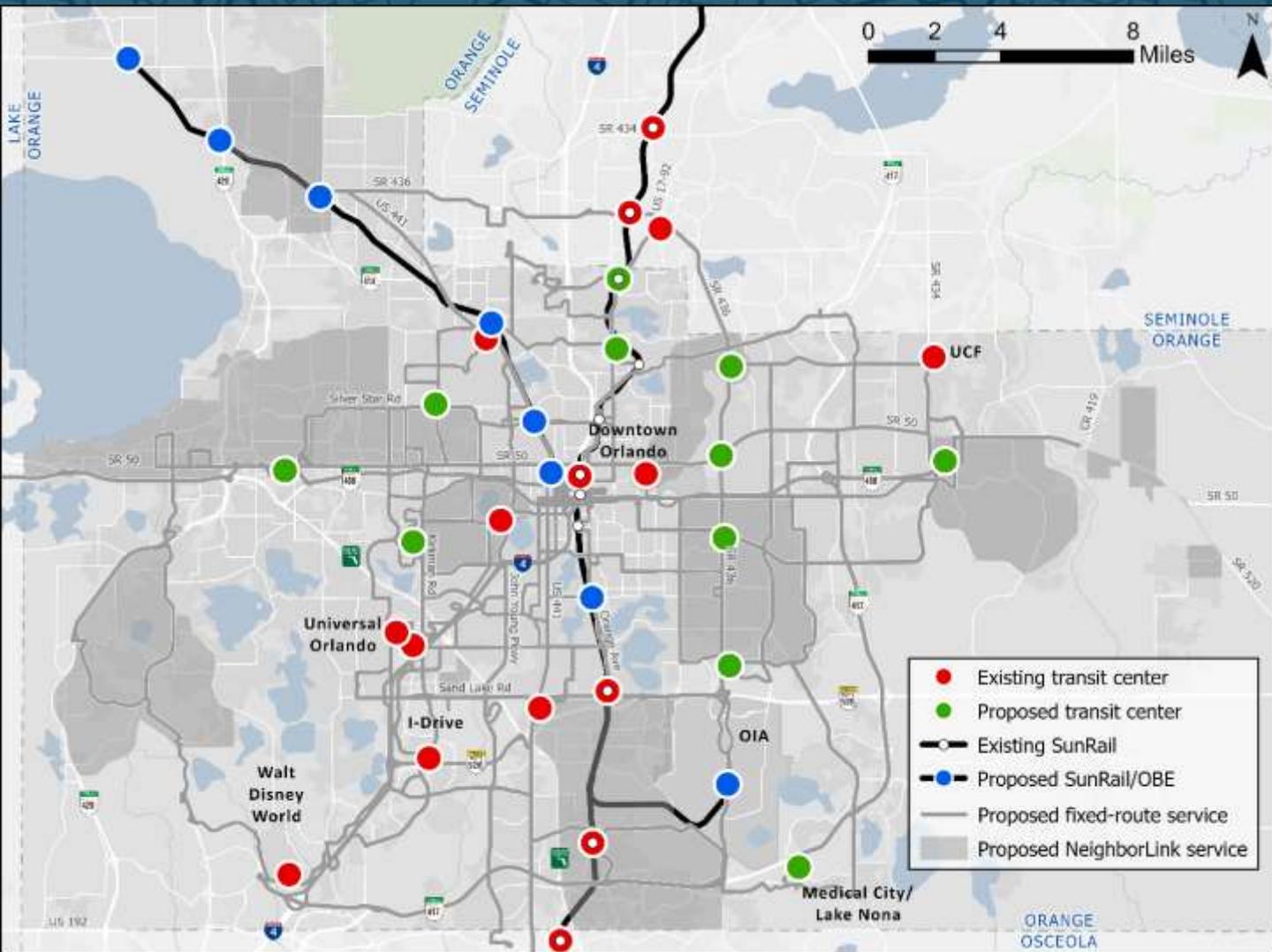
- Better Reservation Systems
- Same Day Reservations
- Enhanced Customer Service
- State of the Art Vehicles
- Zero Emission / Clean Technologies
- Bus Pass Program for Paratransit Passengers



Orange County Transit Plan

Expanded Facilities

- Expanded Bus Fleet and Trains
- Expanded Transfer Centers
- Upgraded Passenger Amenities
- New High Capacity Transit & Complete Streets
- New Operations and Maintenance Facilities



OC Transit Plan – Expanded Facilities

Expanded Bus Fleet and Trains

- Bus Fleet expands by 241 buses
- 100% Low or Zero Emission Fleet
- 70%+ Fleet Electrification
- Paratransit Fleet expands by 44 vehicles
- New SunRail Extension to OIA, Orange Blossom Express Commuter Rail
- SunRail expands by 3 locomotives and 6 train cabs



OC Transit Plan – Expanded Facilities

Expanded Transfer Centers

- 12 New Transfer Centers
- 11 Improved Existing Transfer Centers
- 9 New Park and Ride Facilities
- 7 New Rail Stations (SunRail and OBE)



Name

Universal Orlando

Disney Springs

Lee Vista/S.R. 436

Curry Ford/S.R. 436

Full Sail

West Orange/Ocoee

Waterford Lakes

OIA

Valencia College

Maitland

Sand Lake Road

Meadow Woods

Rosemont

Pine Hills

LYNX LCS

Winter Park

I-Drive South

Lake Nona

Primrose/Fashion Square Mall

Florida Mall

S.R. 50/S.R. 436

Orlando Packing District

John Young Parkway County Line Turnback

OC Transit Plan – Expanded Facilities

Upgraded Passenger Amenities

- **Enhanced Passenger Amenities**

- Shelters
- Benches
- Access improvements
- Digital Signage

- **Bus Rapid Transit Corridors**

- Level Boarding
- Real-Time Information Kiosks
- Offboard Fare Payment
- Unique Branding



Item	Number
Passenger Amenities	
- Bus Stop Signs	10,000
- Solar Pole Lights	250
- Stop Signs w Solar Lights	1,500
- B/A Pads**	800
- Benches	1,000
- Trash Cans	1,000
- Shelters	1,500



OC Transit Plan – Expanded Facilities

New High Capacity Transit & Complete Streets

- 11 Queue Jump Locations
- 279 Transit Signal Priority installations
- 57 pedestrian crossings and 12 intersections



OC Transit Plan – Implementation

Planned Implementation

- Phased Facility Implementation
- Capital projects include:
 - Vehicle Acquisition, Maintenance Facilities
 - Transit Centers
 - Rail stations and track improvements
 - High Capacity Corridor Stations and dedicated lanes
 - Passenger amenities
 - Park & Ride Facilities
- Bus Fleet Migration to Zero Emission vehicles aligned to Federal, State and Local sustainability goals
- Service Expansions throughout the 20 year timeframe
- New, equitable and enhanced service throughout the county
- Potential income based reduced fare program



OC Transit Plan – Cost



20-year capital and operating costs for Orange County:

Total Transit Costs	\$11.4B
<u>LESS Federal and State Funds</u>	<u>\$ 6.0 B</u>
TOTAL Orange County Share:	\$ 5.4 B
<u>Annual Orange County Share:</u>	<u>\$270M</u>



*Estimated Costs in 2022 \$

OC Transit Plan – Thank you

FUTURE OF TRANSPORTATION



Transportation Plan/Improvements

- Key Goals and Objectives
- Improve Transit Service
- Enhance Bicycle & Pedestrian Safety
- Alleviate Traffic Congestion
- Maintain and Repair Existing Roads
- Program Development and Management



Transportation Plan/Improvements



Safety



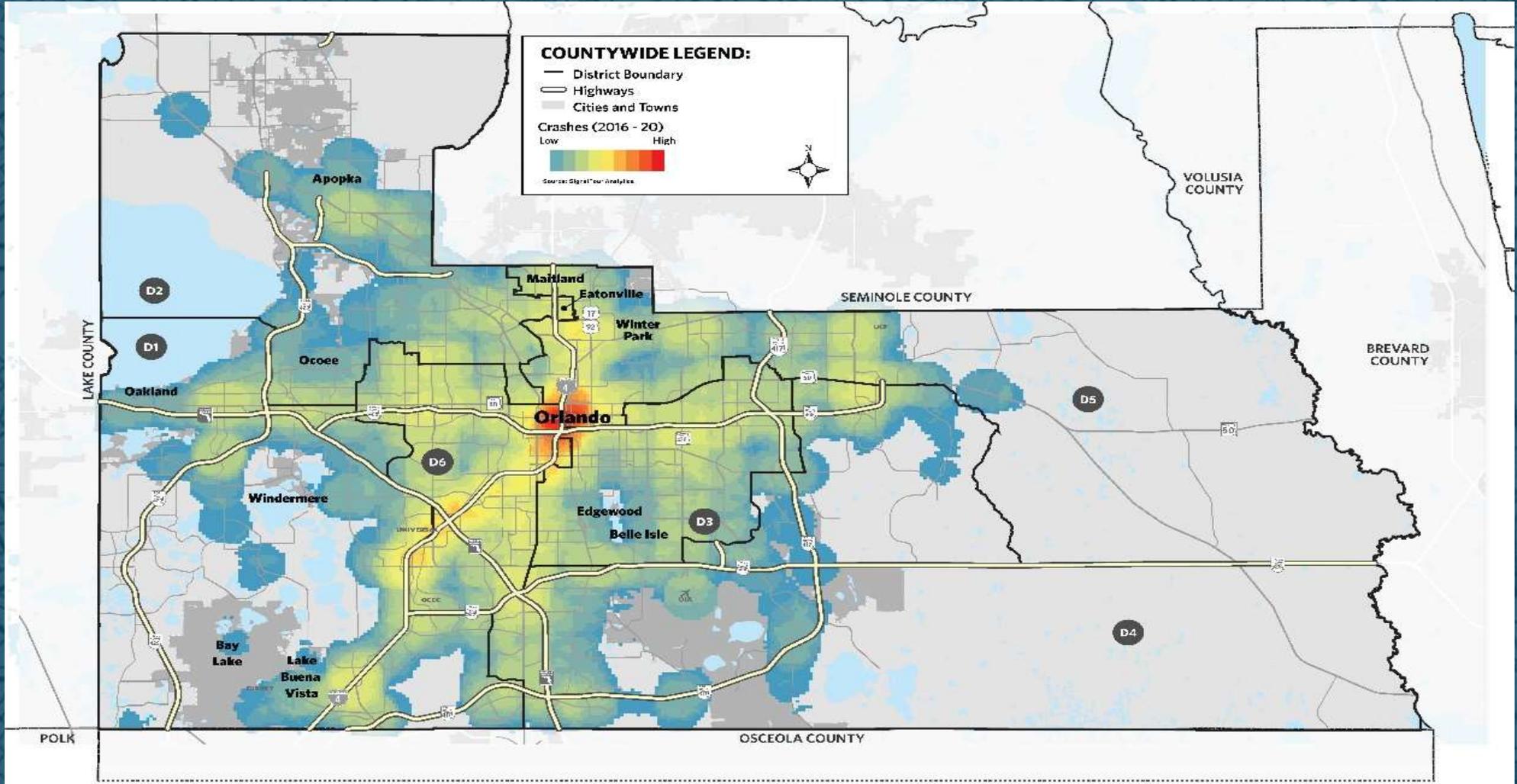
**Major
Roadway
Improvements**



**Operations &
Maintenance**

Transportation Plan/Improvements

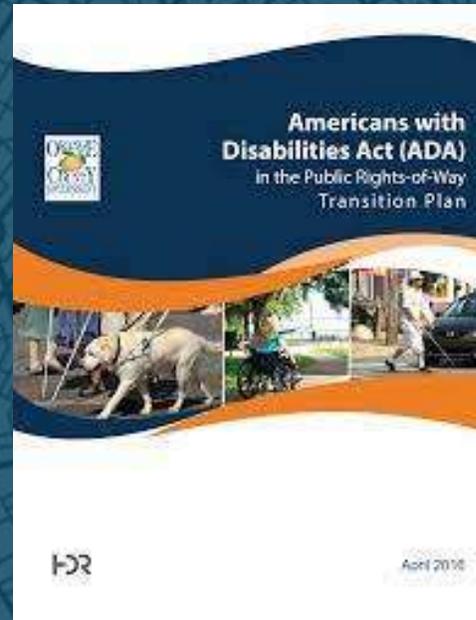
Safety



Transportation Plan/Improvements

Safety

- Pedestrians & Bicyclists
- ADA Barrier Mitigation
- Lighting
- Intersections
- Technology



Transportation Plan/Improvements

Safety - Pedestrian & Bicycle

2017-2021

- 305 Pedestrian Fatalities
- 628 Pedestrian Injuries
- 44 Bicyclist Fatalities
- 293 Injuries



The 2010 – 2019 Pedestrian Danger Index scores rank the Orlando- Kissimmee-Sanford area as the Most Dangerous Metropolitan Area for Pedestrians with an average annual pedestrian fatalities of 3 per 100,000 people.

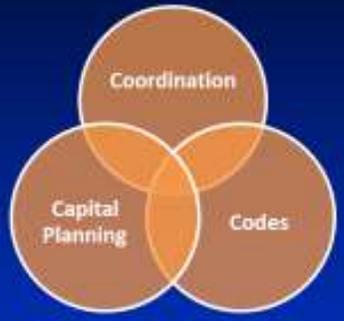
Transportation Plan/Improvements

Safety - Pedestrian & Bicycle

Orange County Pedestrian and Bicycle Safety Action Plan

Walk-Ride-Thrive! Program

- Increase County planning and engineering projects
- Pursue training/grants
- Provide safety education
- Modify Land Development Code with pedestrian safety emphasis
- Develop pedestrian and bicycle count program



Transportation Plan/Improvements

Safety - Pedestrian & Bicycle

- Mid-Block Crossing
- Pedestrian Fencing
- Raised Crosswalk
- Pedestrian Signal



Transportation Plan/Improvements

Safety

ADA Barrier Mitigation

- Sidewalks
- Curb Ramps
- Obstacles
- Hazards



Sidewalks



Bike Box at Signalized Intersection

(Source: NACTO)



Curb Ramps



Hazards

Transportation Plan/Improvements

Safety

Lighting

- 166 Miles Major Roads
- 231 Miles Local Roads



Transportation Plan/Improvements

Safety

Intersection Program

- Complete Streets
- Crash Mitigation



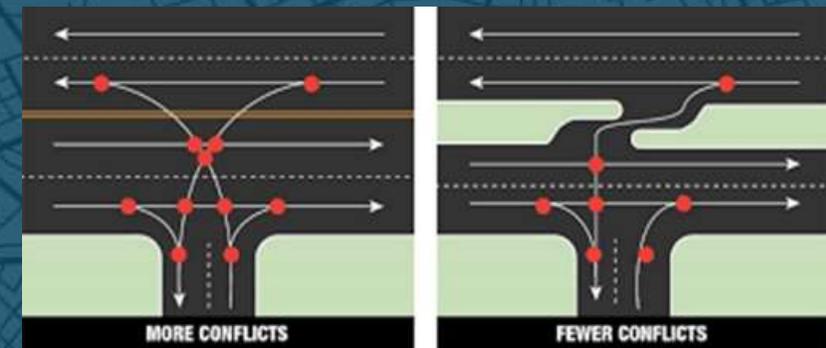
Roundabout



Bulb Out



Traditional Intersection



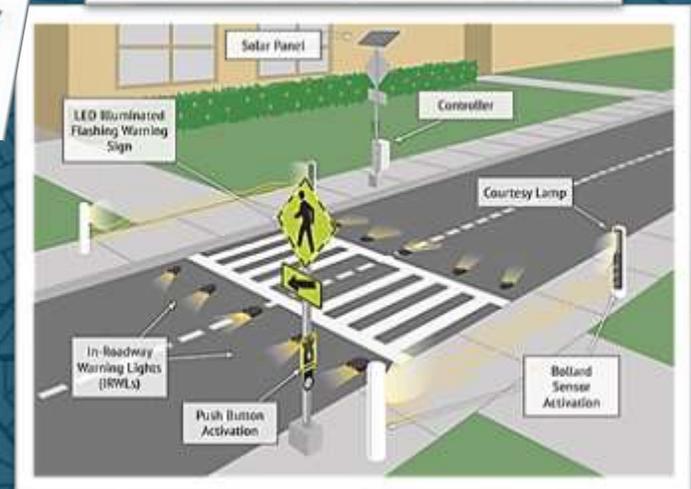
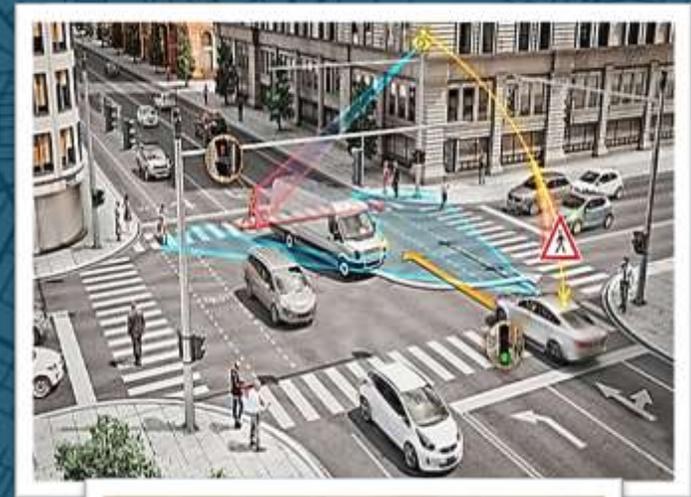
Access Management

Transportation Plan/Improvements

Safety

Technology & Traffic Operations Program

- Passive Pedestrian Detection
- Adaptive Signal Control
- Smart Work Zones
- Fiber Optic Installation/Expansion



Transportation Plan/Improvements

Safety

SAFETY IMPROVEMENTS	PROJECTED COST
Funded Safety Projects	\$99,500,000
Bicycle, Pedestrian, and ADA Compliance	\$33,600,000
Lighting Retrofit Program	\$0
Intersection and Complete Street Safety Projects	\$46,100,000
Technology	\$19,800,000
Unfunded Safety Projects	\$1,674,800,000
Bicycle, Pedestrian, and ADA Compliance	\$364,900,000
Lighting Retrofit Program	\$89,700,000
Vehicle Crash-Based Safety Projects	\$145,900,000
Intersection and Complete Street Safety Projects	\$749,100,000
Technology Improvements	\$325,200,000
Total Projected County Program Cost (20 Years)	\$1,774,300,000

Transportation Plan/Improvements

Major Roadways Improvements

- New and Widened Roadways
 - Provide Network Connections
 - Alleviate Traffic Congestion



Transportation Plan/Improvements

Major Roadway Improvements

- New and Widened Roadways (Capacity/Complete Streets)



Econ Trail



Summerlake Park



Lake Underhill Road



Hiawasse Road



Woodbury Road

Transportation Plan/Improvements

Complete Streets

- Provide Mobility for All Users
- Reconstruct and Modernize Roadways



Transportation Plan/Improvements

Major Roadway Improvements

MAJOR ROADWAY IMPROVEMENTS	PROJECTED COST
Funded Major Roadway Improvements (5-Year CIP)	\$701,300,000
Funded Projects	\$484,900,000
Partially Funded Projects (5-Year CIP Funded Portion Only)	\$118,000,000
Partnership Projects (Includes Developer and County Funding)	\$98,400,000
Unfunded Major Roadway Improvements Funding Needs	\$3,100,500,000
Major Roadway Projects (Analysis Identified)	\$1,759,100,000
Major Roadway Partnership Projects (Analysis Identified)	\$1,071,400,000
Partially Funded Projects (Future Years in 5-Year CIP)	\$186,900,000
Bridge Reconstruction Projects (County Identified)	\$83,100,000
Total Projected County Cost (20 Years)	\$3,801,800,000

Transportation Plan/Improvements

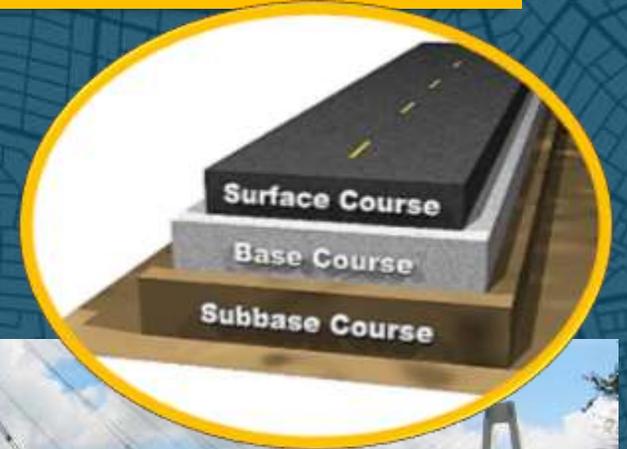
Operations & Maintenance Program

Cost - \$1,592,500,000

- Maintain 2,700 Miles of Roadways
- Increased Frequency Of Roadway Resurfacing to Every 10 Years
- Enhanced Drainage/Pond Maintenance to Prevent Flooding
- Bridge Repair
- Landscaping

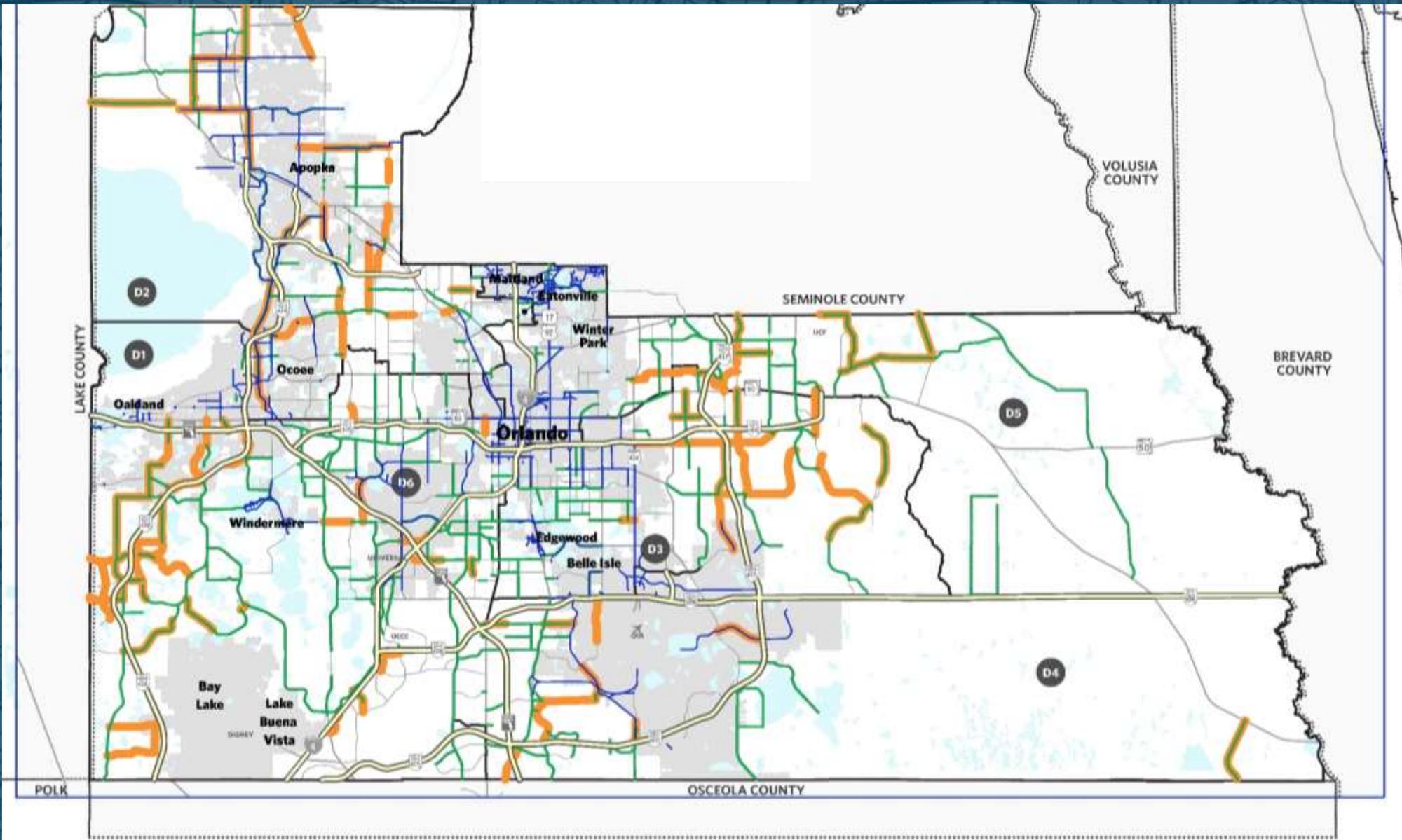


Resurfacing



Bridge Maintenance

Transportation Plan/Improvements



Safety Projects

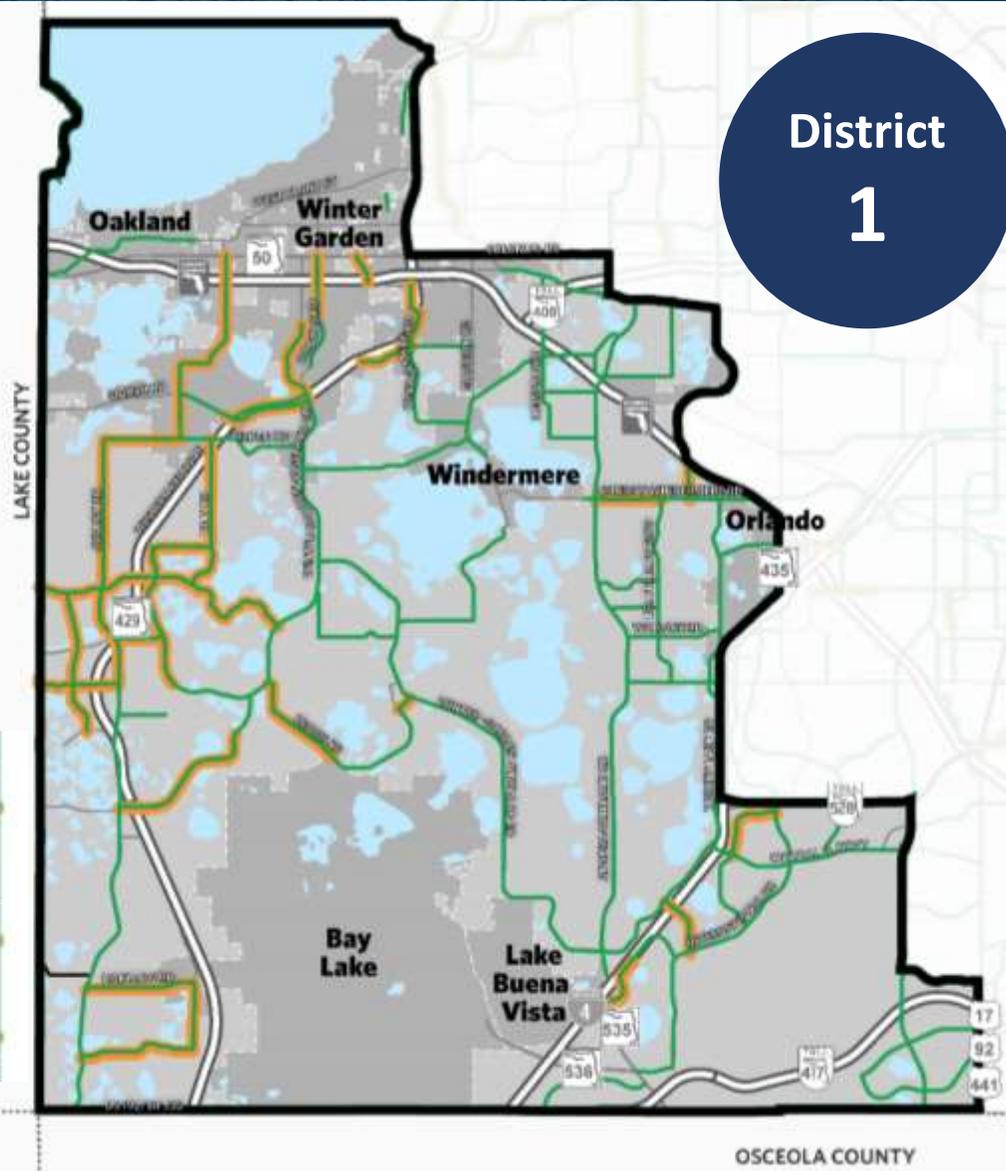
Major
Improvements
Projects

Municipal
Projects

Transportation Plan/Improvements

Sample Projects in District 1

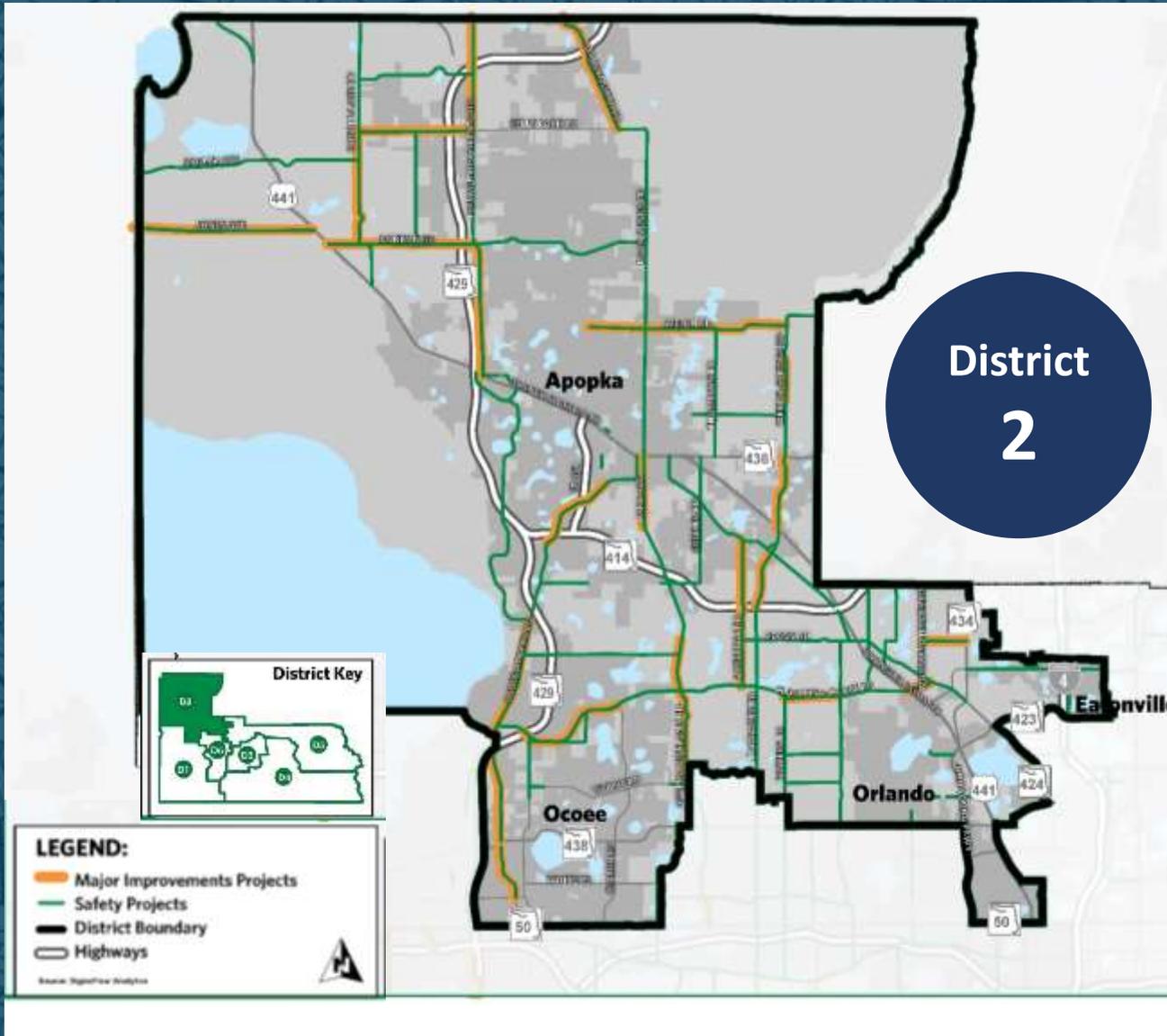
District
1



- Major Roadway Improvement
 - Avalon Road from Schofield Road to Colonial Drive (S.R. 50)
 - Tiny Road from New Independence Parkway to Tilden Road
 - Vineland Road from SR 535 to Little Lake Bryan Blvd
- Intersections / Complete Streets
 - Conroy-Windermere Road from Hiawassee Road to Turkey Lake Road

Transportation Plan/Improvements

Sample Projects in District 2

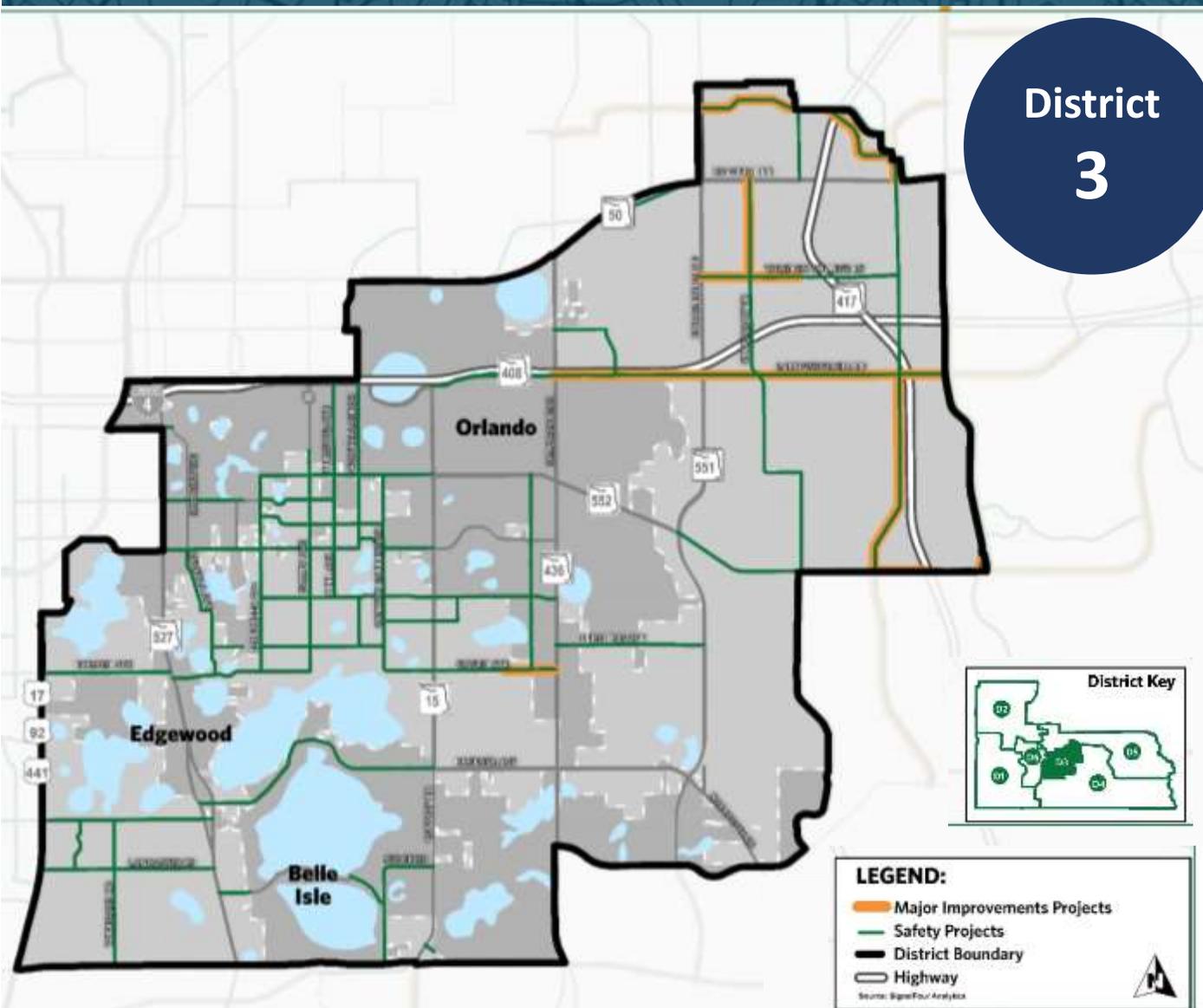


- Major Roadway Improvement
 - Welch Rd. from Rock Springs Road to Thompson Road
 - Jones Ave from Orange Blossom Trail to Lake County line
 - Clarcona-Ocoee Road from Powers Drive to Pine Hills Road
- Intersections / Complete Streets
 - Lake Breeze Road From South Lake Orlando Parkway to John Young Parkway

Transportation Plan/Improvements

Sample Projects in District 3

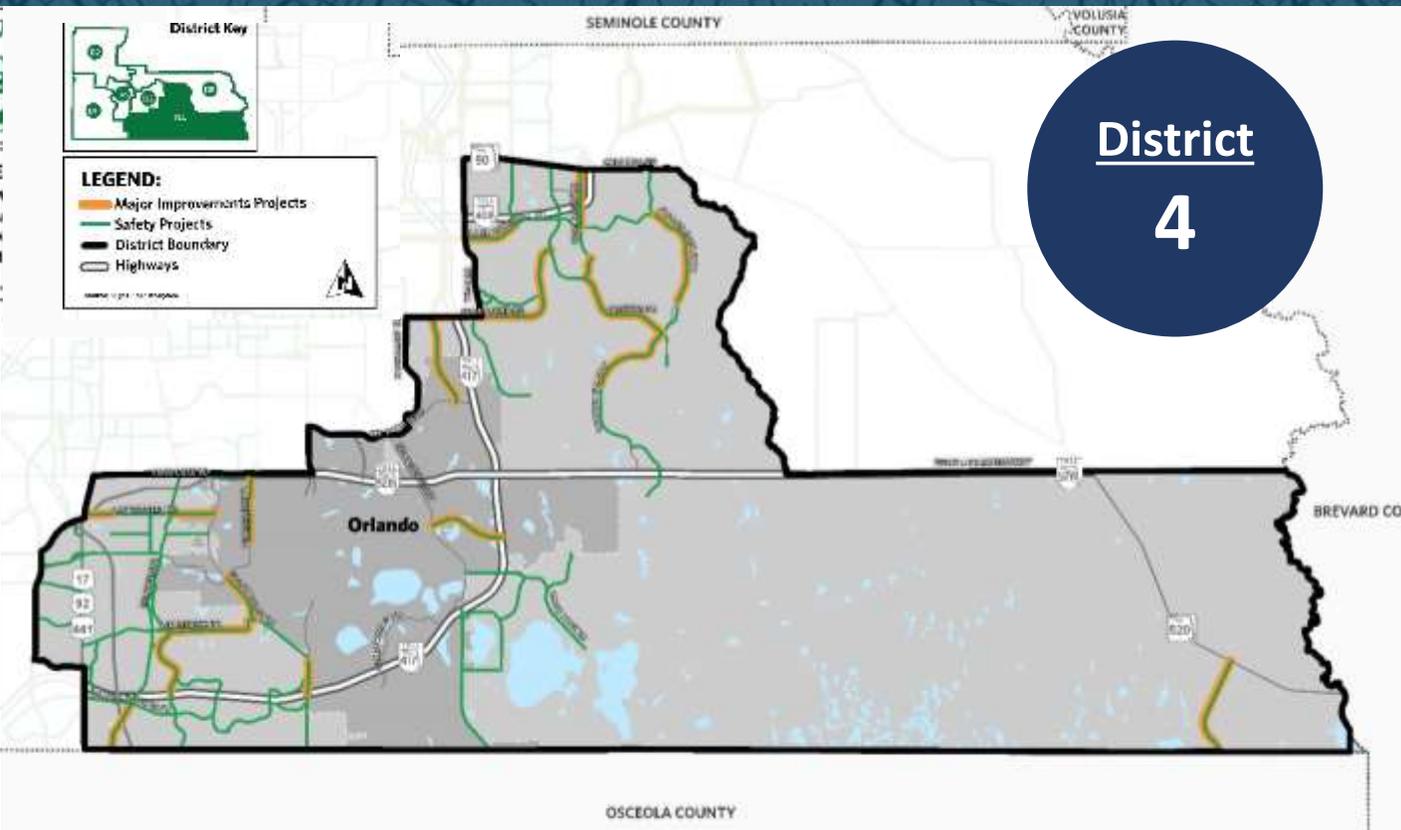
District
3



- Major Roadway Improvement
 - Gatlin Avenue from Kennedy Ave to Semoran Blvd
 - Econlockhatchee Trail from Curry Ford Road to Lake Underhill Road Drive
- Intersections / Complete Streets
 - Dixie Belle Drive from Gatlin Ave to Lake Margaret Drive
 - Fern Creek Ave from Michigan Street to Gatlin Ave

Transportation Plan/Improvements

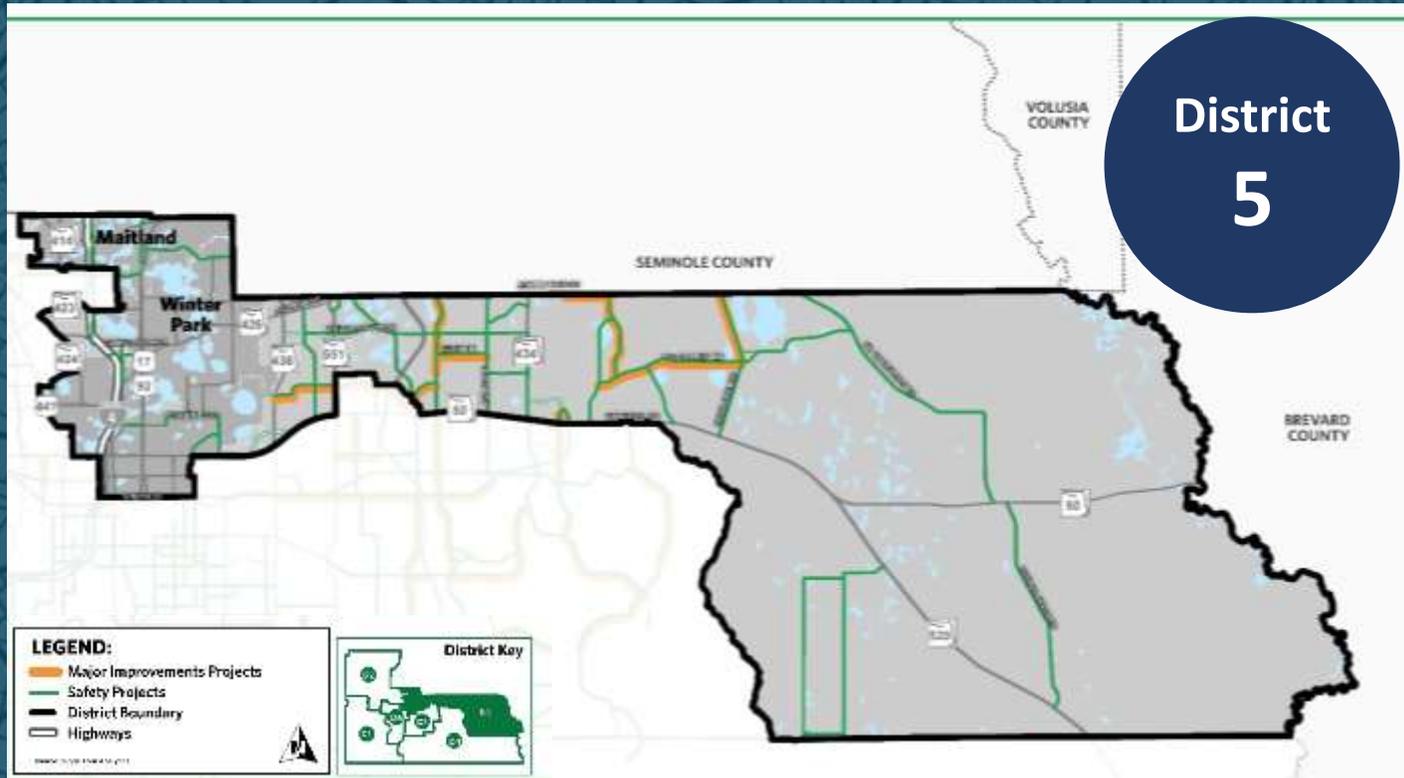
Sample Projects in District 4



- Major Roadway Improvement
 - Woodbury Road from Waterford Lakes Parkway to Colonial Drive
 - Lake Underhill Road from Dean Road to Woodbury Road
 - Landstar Blvd from Central Florida Greenway to Wetherbee Road
- Intersections / Complete Streets
 - Alafaya Trail from Lake Underhill to Curry Ford Road

Transportation Plan/Improvements

Sample Projects in District 5

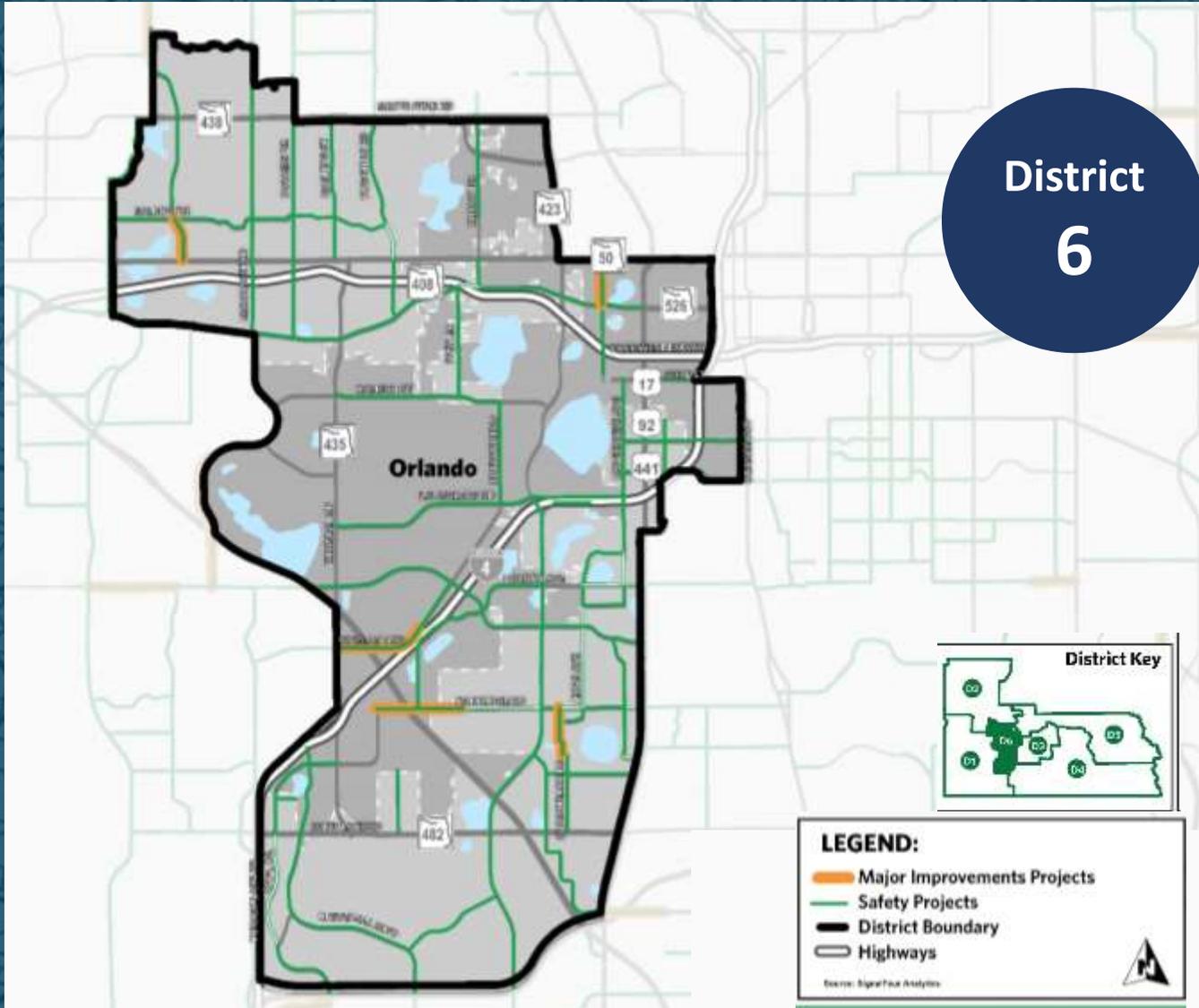


- Major Roadway Improvement
 - Buck Road from Dean Road to Rouse Road
- Intersections / Complete Streets
 - Horatio Avenue / Howell Branch from Seminole County Line to Thistle Lane
 - Challenger Parkway from Alafaya Trail to Woodbury Road
- Bicycle and Pedestrian Project
 - Baldwin Park Street from Truman Road to Semoran Boulevard

Transportation Plan/Improvements

Sample Projects in District 6

- Major Roadway Improvement
 - Oak Ridge Road from International Drive to Harcourt Avenue
 - Hiawassee Road from Old Winter Garden Road to Silver Star Road
- Intersections / Complete Streets
 - Hasting Street Colonial Drive to Balboa Drive
- Intersection Crash Mitigation
 - Conroy-Windermere from Kirkman Road to Millenia Blvd



Transportation Plan/Improvements

Implementation Prioritization

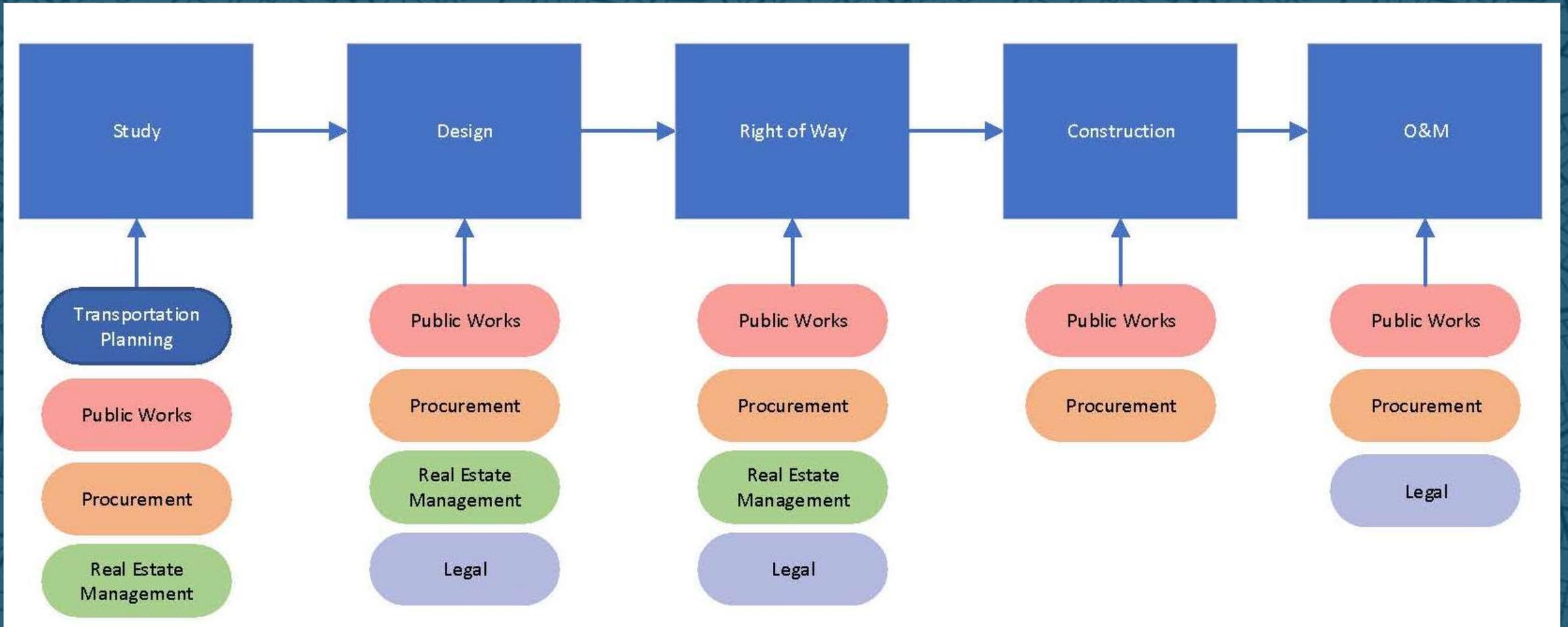
- Consistent with MetroPlan Orlando
- Focus on Continuity
 - Finish Ongoing / Incomplete Projects
 - Safety – Crash Mitigation
 - Safety – Technology and Increased Traffic
 - Major Roadway Planning
 - Major Roadway Construction

MetroPlan Orlando MTP 2045 (Table 6.2)

Goal Area	Evaluation Criteria
Safety & Security	Crash Rate
	Fatal & Serious Injury Crash Rates
	Number of Pedestrian & Bicycle Crashes
	Evacuation Route Designation
Reliability & Performance	Travel Time Reliability (Auto)
	Unreliability on Constrained Corridor
	Fiber Optic Presence
	Segment Actively Monitored/Managed
	Relative Change: Future Congested Speeds
Access & Connectivity	Transit System Headways
	Population: ½ Mile of Non-Transit Corridor
	Jobs: ½ Mile of Non-Transit Corridor
	Food & Healthcare Locations: ½ Mile of Corridor
	Cultural & Recreational Locations: ½ of Corridor
	Centrality Analysis Score (Critical Sidewalk Need)
Health & Environment	Bicycle Level of Traffic Stress
	Residential Density: ¼ Mile of Multimodal Facility
	Non-Residential Density: ¼ Mile of Multimodal Facility
	Public Health Indicator Rates
	Intensity & Proximity: Environmental Justice Populations
	Relative Change: Vehicle Miles Traveled
	Percentage of Commercial Vehicle Traffic
Investment & Economy	Statewide Truck Bottlenecks
	Intensity & Proximity: Freight Intensive Land Uses
	Relative Change: Vehicle Hours Traveled
	Cost Burdened Households: ¼ Mile of Corridor
	Percentage of Visitor Traffic
	Cost of Congestion

Transportation Plan/Improvements

Implementation Plan/Production



Transportation Plan/Improvements

Implementation Plan/Production

- General Engineering Consultant
 - Assist in Annual Audits
 - Project Management
 - Project Schedules
 - Traffic Engineering Analysis
 - Review Environmental Compliance
 - Project Concept Plans



Transportation Needs - Municipalities



MUNICIPALITY	PROJECTED COST (2021)
City of Apopka	\$121,900,000*
City of Belle Isle	\$1,600,000
Town of Eatonville	\$300,000*
City of Edgewood	\$24,000,000
City of Maitland	\$141,300,000
Town of Oakland	\$17,500,000
City of Ocoee	\$130,000,000
City of Orlando	\$1,221,000,000
Town of Windermere	\$30,300,000
City of Winter Garden	\$42,900,000
City of Winter Park	\$68,800,000
Total Projected Municipal Program Cost (20 Years)	\$1,799,700,000

*2019 estimated project cost

Summary

- 195 Miles of Intersection and Complete Street Safety Improvements
- 25 Miles of Pedestrian/Bicycle Safety Improvements
- 28 Intersection Safety Improvements
- County Technology Improvements
 - 40 Transportation Technology Projects
 - 80 New Traffic Signals
 - 203 New Mast Arm Upgrades
- 154 Miles of Major Roadway Improvements
- Increased Frequency of Roadway Resurfacing to every 10 years from 12-15



Summary

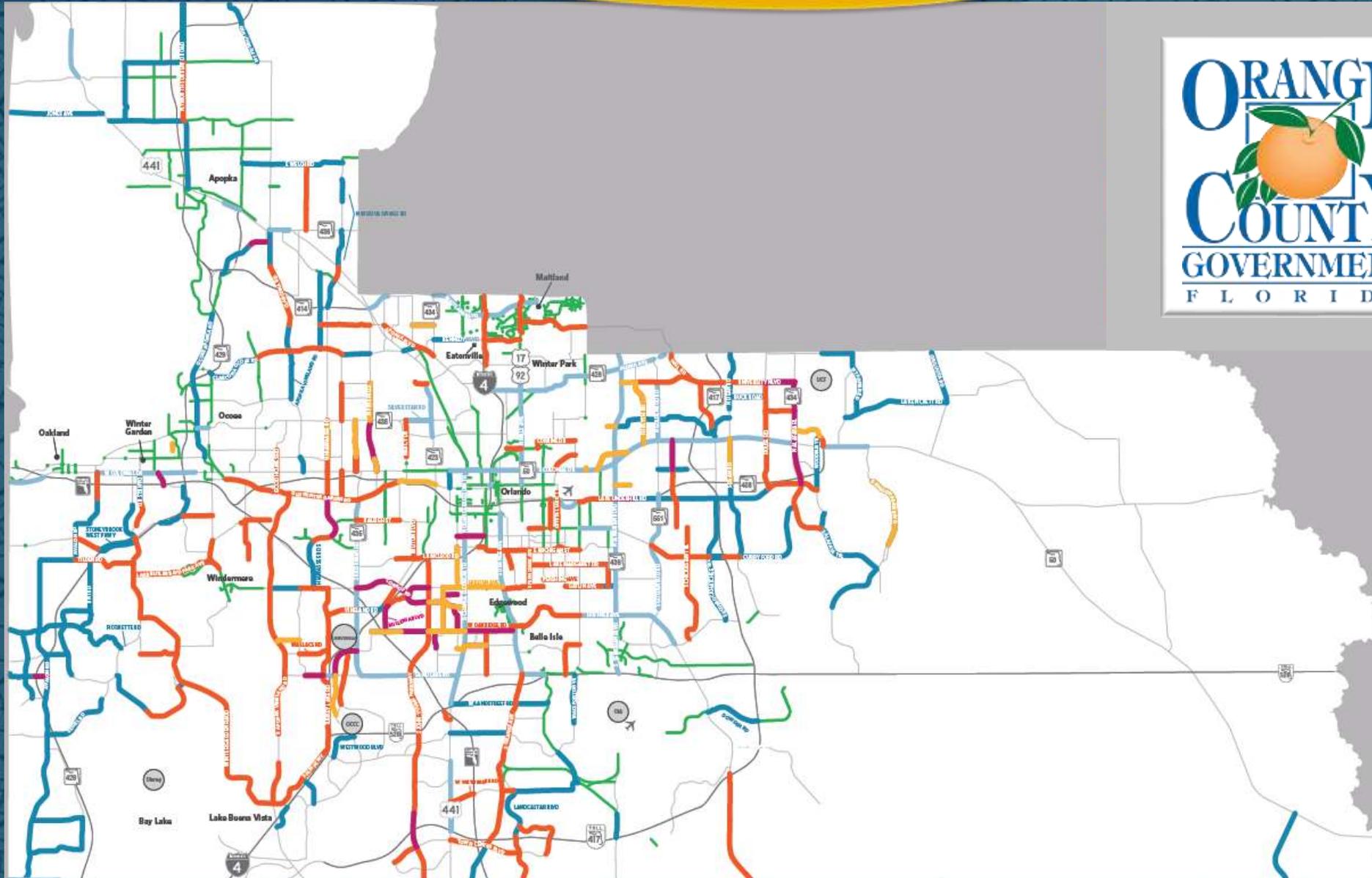
Summary of Needs

- **County - \$7.2 Billion**
- **Transit - \$11.4 Billion***
- **Municipal - \$1.8 Billion**
- **Other Needs**
- **Program Management - 4%**

***Total Transportation Needs
\$21 Billion over 20 Years***

*Includes Federal, State and Local Revenues

Transportation Plan/Improvements



Bicycle & Pedestrian Safety Projects

Intersection Operational Safety Projects

Vehicle Safety Projects

Roadway Capacity Projects - County

Roadway Capacity Projects - State

Municipal Projects

Presentation Outline

- Introduction
- Community Re-Engagement
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ORANGE COUNTY
GOVERNMENT
FLORIDA

Charter County and Regional Transportation System Surtax



Non-residents/tourists pay 51%



Flexible use (Capital & O&M)



Estimated revenues generated - \$600M annually



Applies to the first \$5,000 of sales



Would not apply to essential grocery items, prescription drugs, medical supplies and utilities

The Impact of the Proposed Penny Sales Tax Increase on Orange County's Economy



Luis Nieves-Ruiz, FAICP
Economic Development Manager
East Central Florida Regional Planning Council

About Us

- Council of Governments
Serving 8-County Region
- Provide Technical Assistance
to Local Governments and
Organizations
- Use REMI PI+ Model to
Provide Economic Impact
Analysis Services

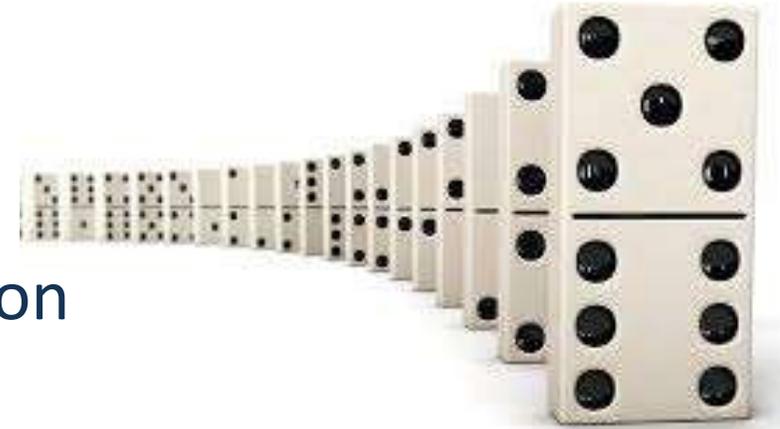


Serving Brevard, Lake, Marion, Orange, Osceola,
Seminole, Sumter, and Volusia counties

WHAT IS ECONOMIC MODELING?



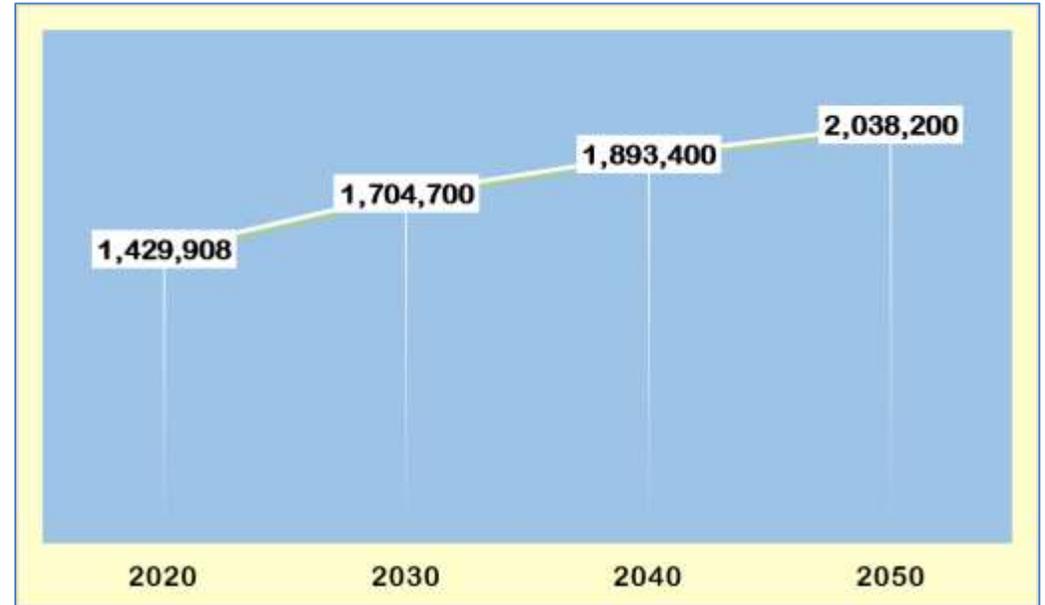
- Tool Measures Economic Effect of Policy Changes
- Model has Built-in 40-year Forecast Based on Historical Trends
- User Introduces Shock Variable that Creates a Chain Reaction
- Reaction Yields Economic Impact Estimate



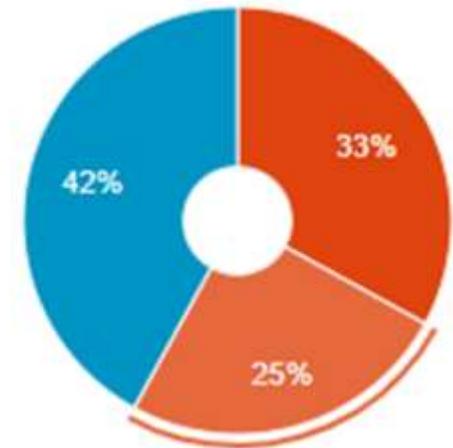
CURRENT TRENDS



- High Population Growth Rate
- Orlando Metro Commuters Spent 61 hrs. Sitting in Traffic in 2019
- Typical County Household Spends 25% of its Budget on Transportation



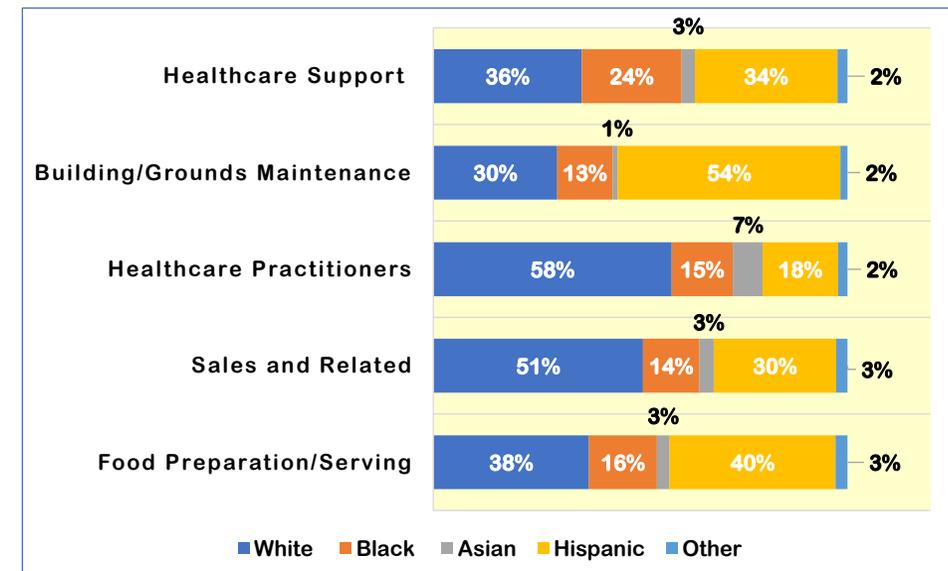
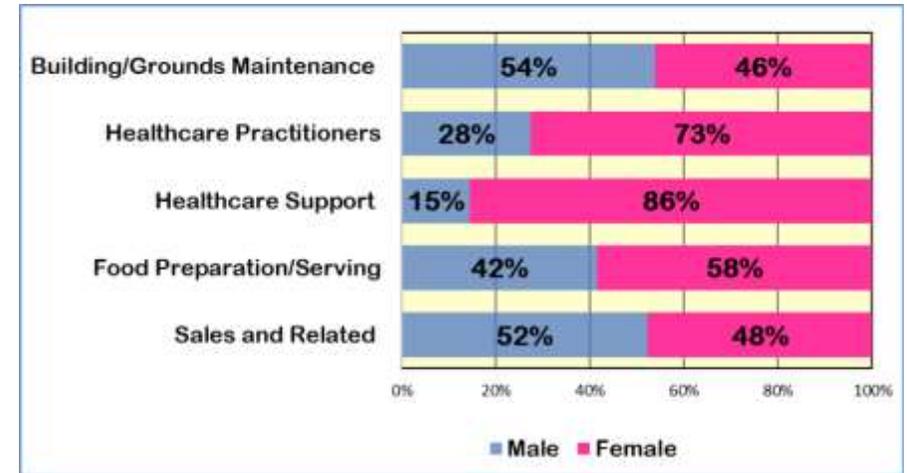
- Housing
- Transportation
- Remaining Income



CURRENT TRENDS



- Bus Transit Ridership is Mainly Comprised of Low-income Service Workers
- This Workforce is Overwhelmingly Female and Mostly Comprised of People of Color



SIMULATION SCENARIOS



Do Nothing Scenario Assumptions

- Gradual Decrease in Worker Productivity
- Gradual Increase in Household Transportation Costs
- Gradual Increase in Freight Fuel Costs

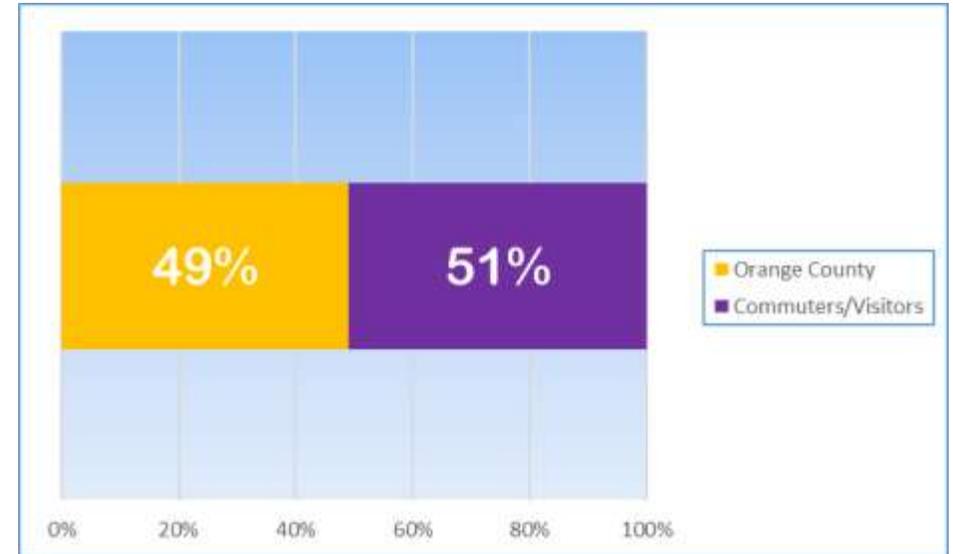


SIMULATION SCENARIOS



Penny Sales Tax Increase Assumptions

- Invest \$591 Million in Transportation Projects
- Raise Sales Taxes
- Gradually Increase Worker Productivity
- Gradually Decrease Transportation and Fuel Costs
- Increase Federal/State Funding



SCENARIO RESULTS



Economic Indicators	Do Nothing Scenario (annually)	Penny Sales Tax Increase (annually)
Jobs	↓ (10,605)	5,024
Economic Output	↓ (\$3.2 Billion)	\$4 Billion
Personal Income	↓ (\$945 Million)	\$910 Million
Gross Domestic Product	↓ (\$1.9 Billion)	\$2.4 Billion

Results should be interpreted based on the REMI model's economic forecast

SCENARIO RESULTS



20-Year Penny Sales Tax Scenario				
Economic Indicator	Without Federal Funding		With New Federal Funding	
	Cumulative	Average	Cumulative	Average
Total Employment	63,307	3,165	100,472	5,024
Output	\$74,505,000,000	\$3,725,250,000	\$80,421,000,000	\$4,021,050,000
Personal Income	\$14,215,000,000	\$710,750,000	\$18,200,000,000	\$910,000,000
Gross Domestic Product	\$43,986,000,000	\$2,199,300,000	\$47,609,000,000	\$2,380,450,000
30-Year Penny Sales Tax Scenario				
Economic Indicator	Without Federal Funding		With New Federal Funding	
	Cumulative	Average	Cumulative	Average
Total Employment	117,906	3,930	168,525	5,618
Output	\$160,482,000,000	\$5,349,400,000	\$168,748,000,000	\$5,624,933,333
Personal Income	\$35,424,000,000	\$1,180,800,000	\$42,285,000,000	\$1,409,500,000
Gross Domestic Product	\$95,298,000,000	\$3,176,600,000	\$100,346,000,000	\$3,344,866,667

Results should be interpreted based on the REMI model's economic forecast

Questions

Luis Nieves-Ruiz, FAICP
Economic Development Manager
E-mail: luis@ecfrpc.org



Economic Impacts of Improved Transportation Network

Orange County Board of
County Commissioners' Meeting
March 22, 2022



Dan Stock, Senior Economist
Cambridge Systematics

Local Economy Savings Of Improved Lynx Service

Estimated average savings per year

» Travel Time Savings

- 57 – 68 million hours in wasted travel
- \$1.7 – \$2.0 billion in wasted travel time

» Direct Out-of-Pocket Cost Savings

- \$830 – \$993 million in direct out-of-pocket cost savings
- \$273 – \$327 million in fuel cost savings (reduced fuel costs)
- \$60 – \$72 million in medical expenses from avoided vehicle crash-related deaths

» Indirect Household Cost Savings

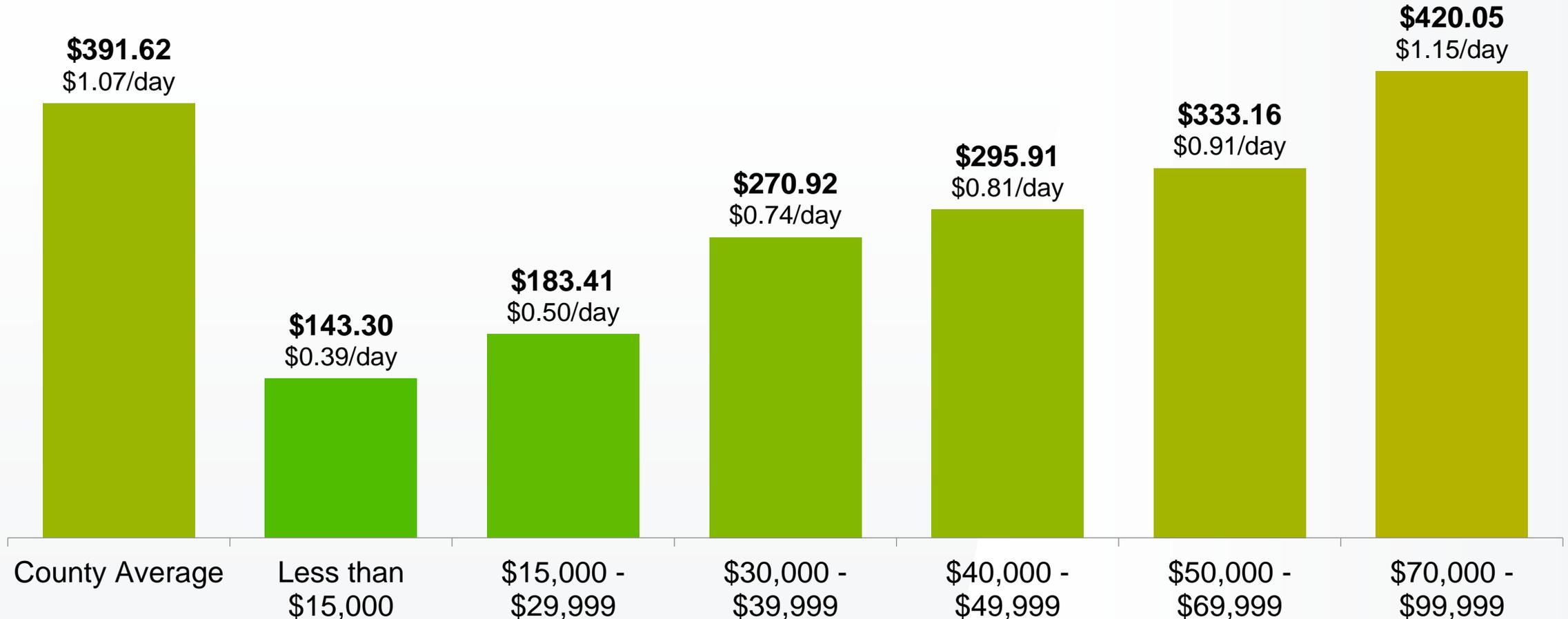
- \$409 – \$490 million in indirect out-of-pocket costs

» Green House Gas (GHG) Emissions

- 2.5 – 3.0 million metric tons of GHG
- \$41 – \$50 million in GHG emissions reduction

Impact on Taxpayers by Income Level

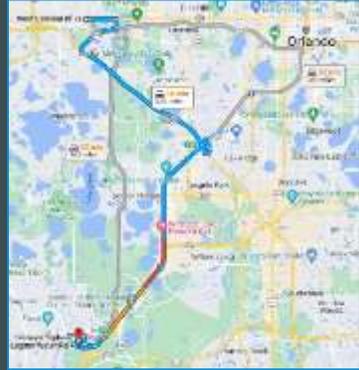
Estimated annual impact of the penny transportation tax on taxpayers by income levels



Source:

US Bureau of Labor Statistics, 2020 Consumer Expenditure Survey, inflated to 2022 using CPI.

Scenario 1



MEET TOM

Tom is a Cabana Attendant commuting from West Colonial Drive to a local water park via the Lynx Bus System. This is more than a 4 hour daily journey to and from work.

His biggest frustration is the long commute time, considering it is only a 15 mile commute.

The new, improved service will save him more than 1 hour in commuting time each day.

- » Penny Sales Tax Cost **\$271**
- » **272 hours** reduction in travel time annually
- » Value of lost time **\$4,293**
- » Recover the yearly cost of the penny sales tax in **16 working days**

Scenario 2



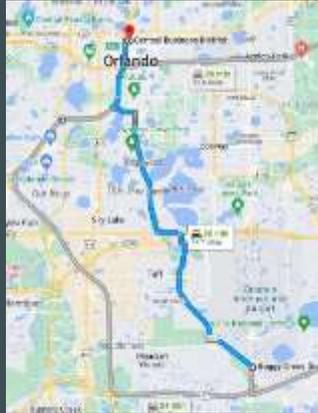
MEET JOE

Joe is a retail manager commuting from Avd on Park (Royal Fern Drive) to E Colonial Drive (Colonial Plaza Mall) via the Lyx system. His commute is almost 2 hours per day.

Joe wants to support public transportation, but his biggest frustration is the long commute time, considering it is only a 15-mile commute and would take him only 25 to 30 minutes if he took his car. The improved service will save him about a half hour each day in commuting time.

- » Penny Sales Tax Cost **\$333**
- » **104 hours** reduction in travel time annually
- » Value of lost time **\$2,509**
- » Recover the yearly cost of the penny sales tax in **37 working days**

Scenario 3



MEET CARLA

Carla is a financial analyst commuting from 4th Street / Boggy Creek Road to Downtown Orlando via Lynx and SunRail. Her commute is nearly an hour each way. She wishes her commute took less time, considering it is only a 10 mile commute.

The new improved service will save her nearly a half hour each day in commuting time.

- » Penny Sales Tax Cost **\$333**
- » **104 hours** reduction in travel time annually
- » Value of lost time **\$2,782**
- » Recover the yearly cost of the penny sales tax in **33 working days**
- » Compared to her commuting by car, the improved service would still save her **10 minutes each day** and **\$2,662** in reduced commuting and travel time costs with a payback of the Penny Sales Tax in **29 days**

Scenario 4



MEET SUNSHINE LANDSCAPING

Sunshine Landscaping is a local small company operating three trucks and crews, maintains the yards of 60 homes per day at an average revenue of \$45 per yard visit. If improved transit service is made available, increased ridership could result in a potential overall 5% congestion/travel time reduction in the area for motorists.

This would allow the Sunshine to add 3 more yards per day by reducing travel times between jobs. This would create an additional \$32,000 in annual revenue at little extra cost.

- » Reduced travel times allow **3** additional yards serviced per day
- » Upwards of **\$32,000** additional revenue per year

Economic Impacts of Improved Transportation Network

Thank you!

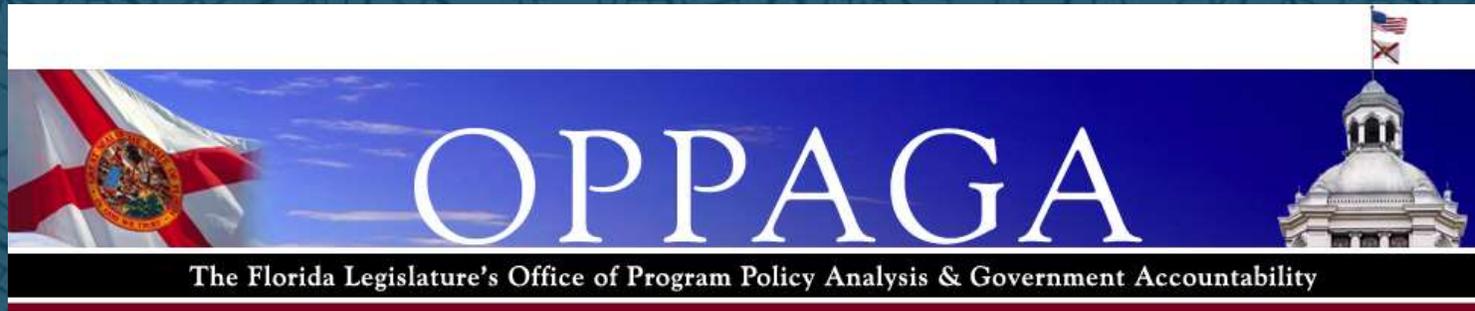


Dan Stock, Senior Economist
Cambridge Systematics

Presentation Outline

- Introduction
- Community Re-Engagement
- Needs List/Plan Overview
- Economic Impact Analysis
- **OPPAGA Audit**
- Legal Documents/Approvals
- Summary/Next Steps





- **Office of Program Policy Analysis & Government Accountability**
- **Created by the State Legislature**
- **Florida State Statute 212.055 (11), requires performance audit for referendum held on or after March 23, 2018 of a proposed program**
- **Demonstrate that County/LYNX have the processes/procedures in place to successfully manage the transportation program**

OPPAGA Audit



- Performance audit
- Conducted according to Government auditing standards
- Scope of the audit based on language in the Transportation Plan
- Examines 3 year history of transportation program implementation

OPPAGA Audit



Six audit components:

- The Economy, Efficiency, or Effectiveness of the Program
- The Structure or design of the program to accomplish goals and objectives
- Alternative methods of providing services or products
- Goals, objectives, and performance measures used by the program to monitor and report program accomplishments
- The accuracy or adequacy of public documents, reports, and requests which relate to the program
- Compliance of the program with appropriate policies rules and laws

OPPAGA Audit Timeline

2022

May 12
Copy of ordinance
due to OPPAGA

June 2
Notice to Proceed
Issued for
Performance Audit

June 16
Work Plan Begins
(6 weeks to
complete)

August 25
Final Report
will be
received

September 9
Audit completed
and posted to
website

- Posted 60 days prior to referendum vote
- posted for 2 years following initial posting date

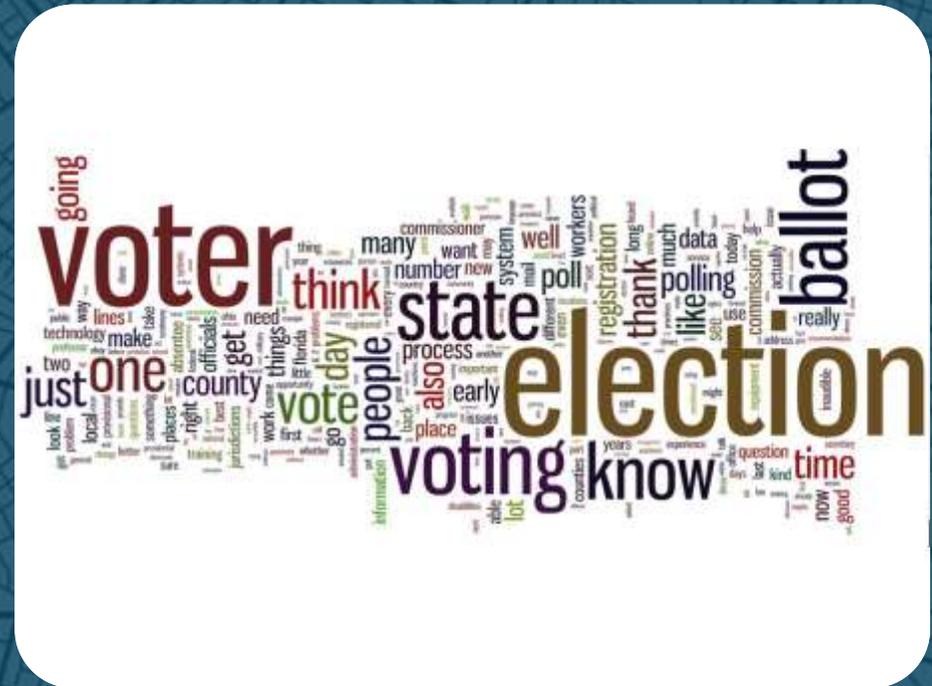
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Legal Documents/Approval

- Statutory Framework
- Legal Documents
 - Ordinance
 - Resolution
- Ballot Language



Statutory Framework

Charter County and Regional Transportation System Surtax

§212.054 & §212.055(1), Florida Statutes

- Authorizes charter counties to levy a discretionary sales surtax of up to 1%
- Surtax proceeds can only be applied to transportation uses listed in the statute in whatever combination the county commission deems appropriate
- Requires creation of a trust fund within county accounts
- Surtax is subject to approval of the voters in a referendum held during a general election
- Ordinance required to levy surtax

Statutory Framework

§212.055(1)(4) permissible uses are:

- Planning, development, construction, operation, and maintenance of roads & bridges in the county
- Planning, development, expansion, operation, and maintenance of bus and fixed guideway transportation systems, and on-demand transportation services; and
- Principal and interest on bonds

Legal Documents

Ordinance

- Levies the Charter County & Regional Transportation System Sales Surtax subject to referendum approval
- Creates separate county trust fund for surtax proceeds
- Requires adoption of the Transportation Improvement Plan (contained in the Resolution)
- As a condition of distributing proceeds to municipalities and transportation authorities, requires Interlocal Agreements that contain audit and detailed performance and financial reporting requirements

Legal Documents

Ordinance, cont'd

- Requires routine financial audits by the County Comptroller
- Calls a referendum at the next General Election: November 8, 2022
- Requires publication of two Notices of Referendum
- Contains the ballot language
- Automatically repealed if surtax is not approved by majority of Orange County electors

Legal Documents

Resolution

- **Adopts the Transportation Improvement Plan:**
 - **Allocates surtax proceeds into funding categories**
 - **Includes project lists**
 - **Creates technical committee and citizens oversight board**

Ballot Language

- **§101.161, F.S., requires that the ballot summary and title be included in the ordinance**
- **Ballot language must be clear and unambiguous, and must include an explanatory statement, not exceeding 75 words, of the chief purpose of the measure**
- **Ideally ballot language would ask citizens to vote for or against surtax funding to:**
 - **Reduce traffic congestion,**
 - **Expand and improve mass transit,**
 - **Widen major roadways countywide,**
 - **Enhance traffic signalization and lighting,**
 - **Improve pedestrian and cyclist safety, and**
 - **Support municipal & county roadway maintenance**

Ballot Language

BALLOT
Orange County, Florida

Charter County and Regional Transportation System Surtax

Shall a Charter County and Regional Transportation System Surtax, at the rate of _____ (), be levied in Orange County, Florida, for a period of _____ () years with revenue deposited into a trust fund (“Transportation Improvement Trust Fund”) created in the County’s accounts?

___ FOR the one cent sales tax

___ AGAINST the one cent sales tax

Presentation Outline

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Summary



LYNX

- 241 New Buses
- Expanded Service Hours
- 12 New Transfer Centers
- Improved Service Frequency
- Paratransit Enhancement
- New High Capacity and Priority Corridors
- Community Circulators
- Flexible Shared Ride Zones

SunRail

- 7 days per week
- All Day Service
- New Stations
- New Orange Blossom Express Rail to Apopka and Zellwood

Total Transit Cost \$11.4B

MORE BUSES MORE OFTEN.

EXISTING SERVICE

7%

44%

49%

SERVICE FREQUENCY

15 15 MINUTES
OR LESS

30 30 MINUTES
OR LESS

60 60 MINUTES
OR MORE

PROPOSED SERVICE

47%

47%

6%



Summary

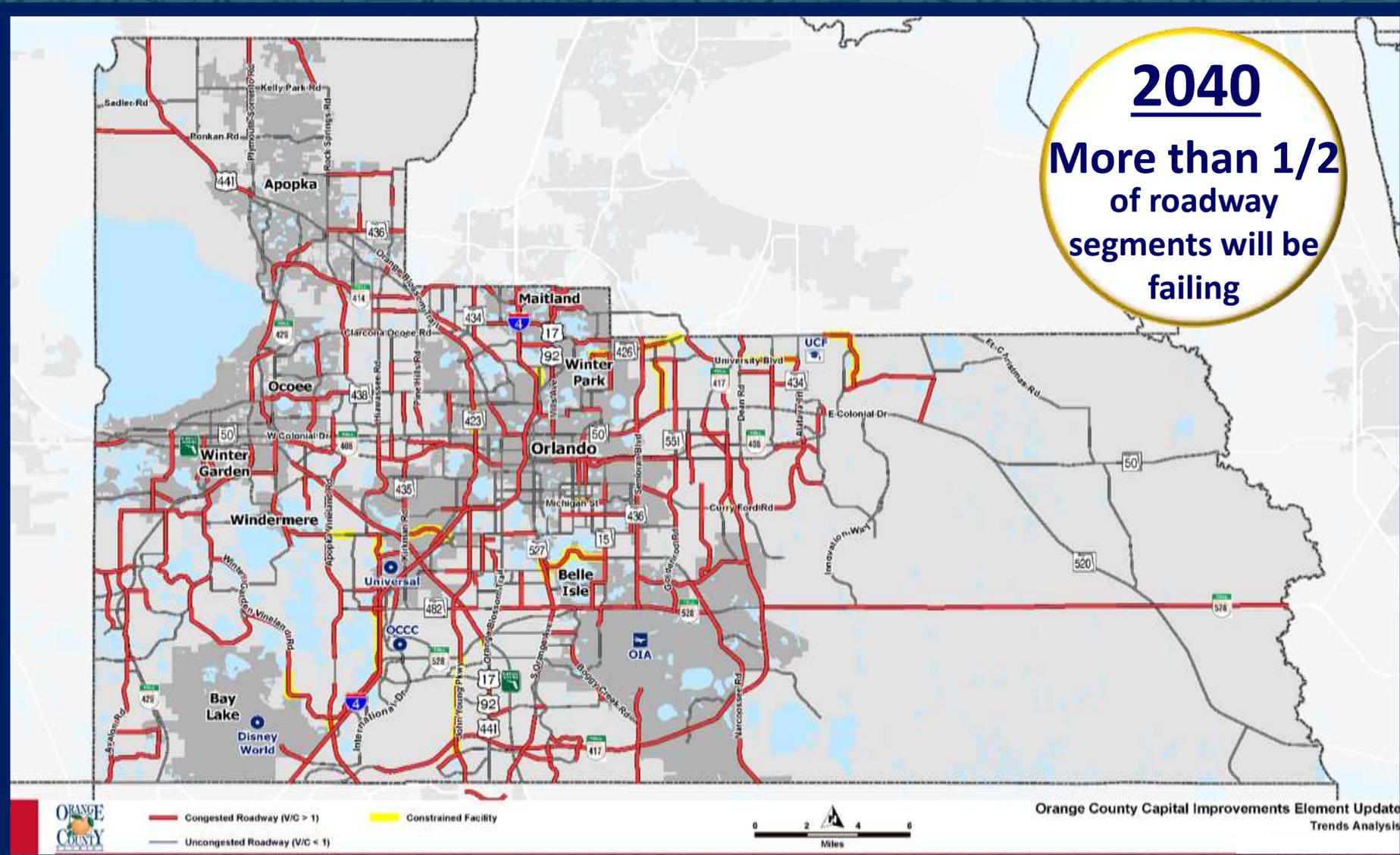


- 195 Miles of Intersection and Complete Street Safety Improvements
- 25 Miles of Pedestrian/Bicycle Safety Improvements
- 28 Intersection Safety Improvements
- County Technology Improvements
 - 40 Transportation Technology Projects
 - 80 New Traffic Signals
 - 203 New Mast Arm Upgrades
- 154 Miles of Major Roadway Improvements
- Increased Frequency of Roadway Resurfacing to every 10 years from 12-15

Total Transportation Cost
\$7.2B*

*Excludes Municipalities and contingency

Summary



Summary

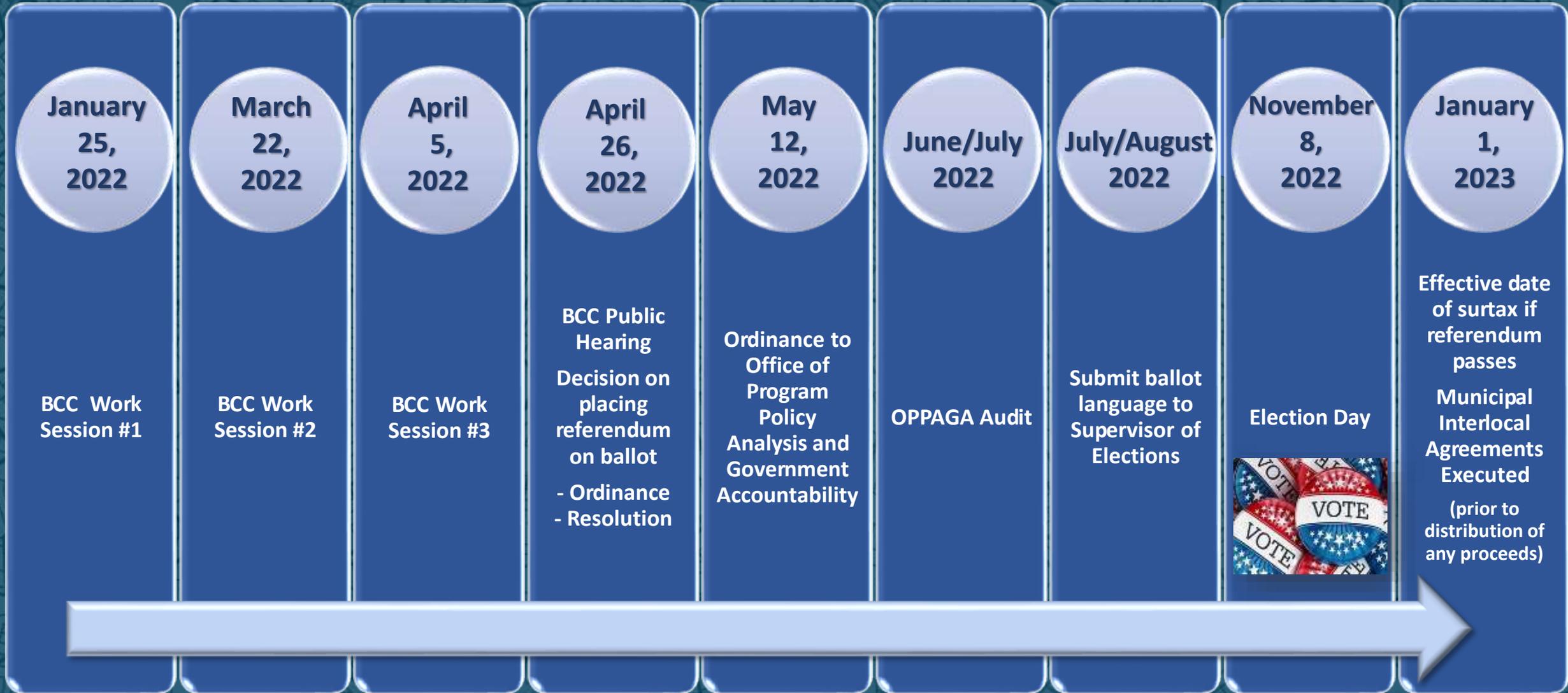
Economic Impact Analysis

\$11.8 Billion Work Plan equates to approximately **\$80.4** billion in total output over 20 years (gross business sales)

- **100,472** jobs in the Orlando region
- **\$18.2** billion increase in personal income
- Up to **\$2B** in travel time savings annually
- Up to **68** hours in wasted travel annually



Decision-Making Timeline



Next Steps

- **BCC Work Session #3 – April 5**
 - **Review of County Revenues Sources Legally Available for Transportation**
 - **Status on Municipal Responses and Future Interlocal Agreements**
 - **Transparency Provisions – Oversight and Accountability**
 - **Sales Tax Duration and Rate**
- **BCC Public Hearing – April 26**
 - **Ordinance/Ballot Language**
 - **Resolution (project list, allocation, oversight)**

Transportation Funding Initiative



Work Session #2
March 22, 2022