



**CITY OF BELLE ISLE, FL**  
**CITY COUNCIL WORKSHOP**

Held in City Hall 1600 Nela Avenue, Belle Isle FL 32809

Tuesday, March 29, 2022 \* 6:00 PM

**AGENDA**

**City Council Commissioners**

Nicholas Fouraker, Mayor

Vice-Mayor, District 6 Commissioner – Jim Partin

District 1 Commissioner – Ed Gold | District 2 Commissioner – Anthony Carugno | District 3 Commissioner – Karl Shuck

District 4 Commissioner – Randy Holihan | District 5 Commissioner – Beth Lowell | District 7 Commissioner – OPEN

Welcome to the City of Belle Isle City Council meeting. Agendas and all backup material supporting each agenda item are available in the City Clerk's office or on the city's website at [cityofbelleislefl.org](http://cityofbelleislefl.org).

1. **Call to Order and Confirmation of Quorum**
2. **Pledge to Flag**
3. **Presentation by Orange County on Sales Tax Initiative**
  - a. [Byron Brooks](#), Orange County Powerpoint Presentation: Transportation Funding Initiative
4. **Adjournment**

# Transportation Funding Initiative



City of Belle Isle  
March 29, 2022

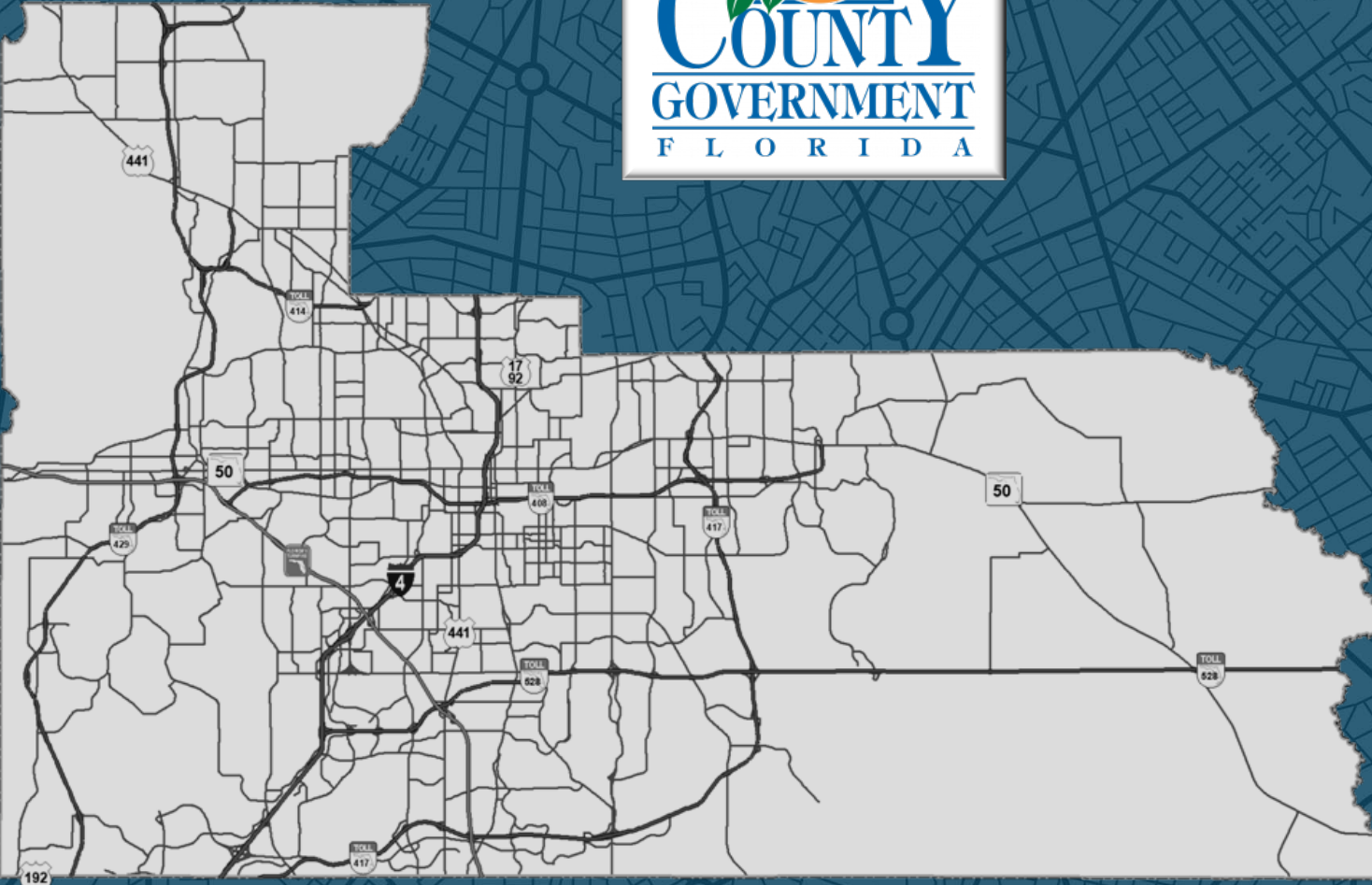


# Presentation Outline

- Introduction
- Transportation Needs List/Plan
- Revenue and Allocation
- Transparency and Accountability Provisions
- Summary
- Question and Comments

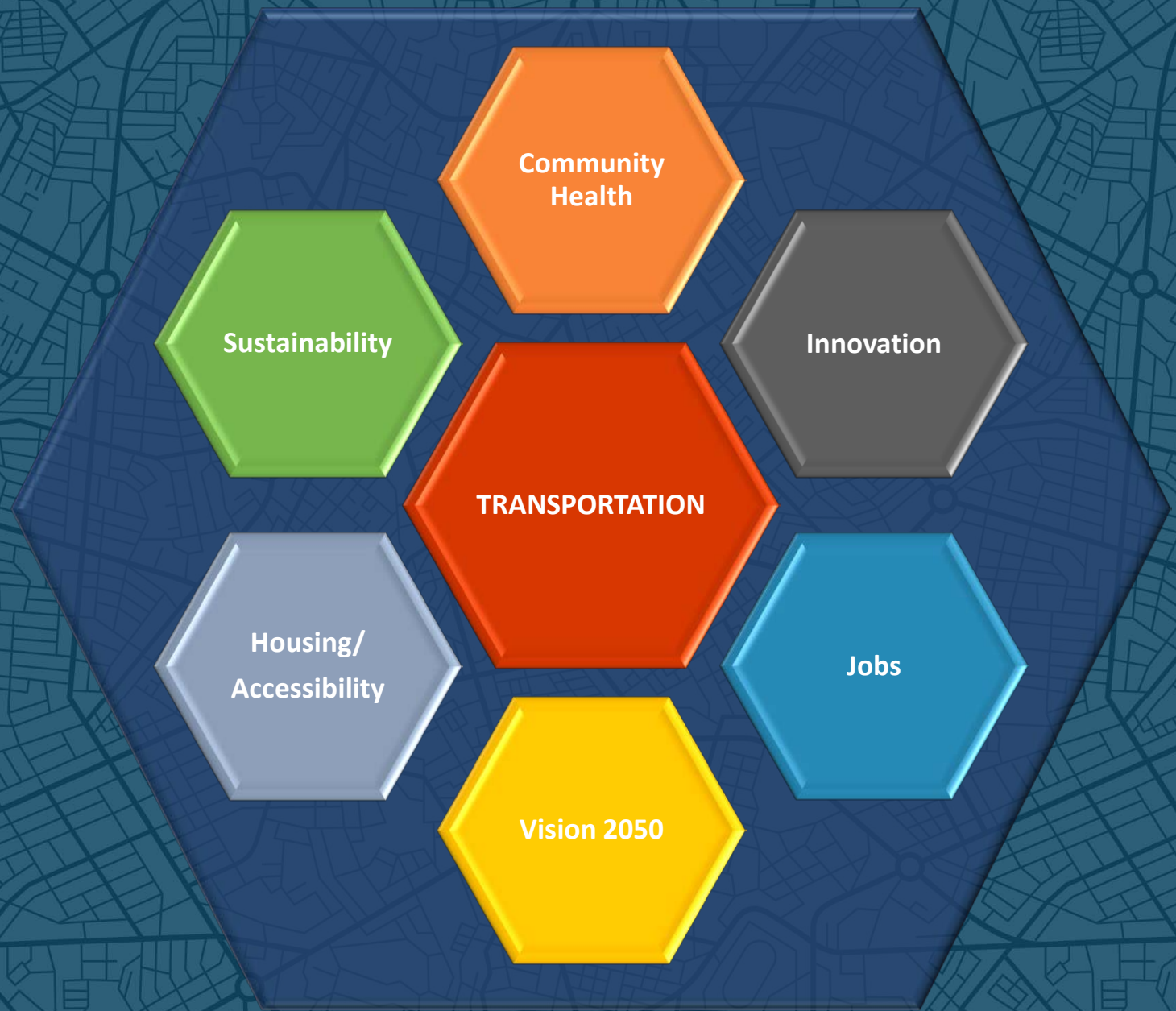






- Population: 1.43M  
(25% increase from 2010)
- 5<sup>th</sup> largest population in the state of Florida
- Land Area: Nearly 1,000 square miles
- 13 municipalities
- Residents living and working in Orange County: 87%







# 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

a.

## *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**





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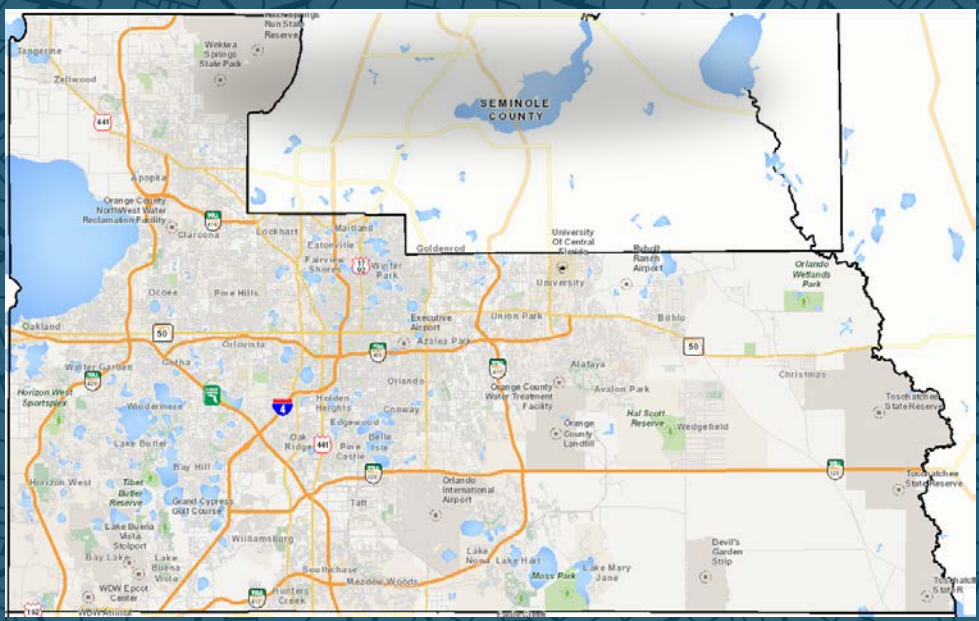




# Public Transit in Central Florida

## 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



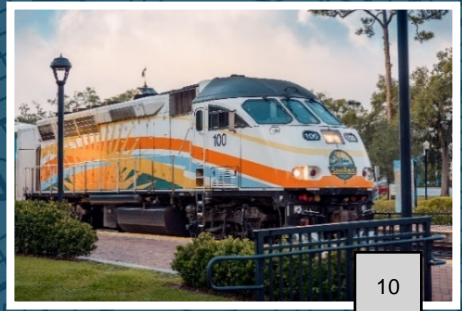
## Paratransit

- Over 42K passengers trips per month
- 128 vehicles



## Rail

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



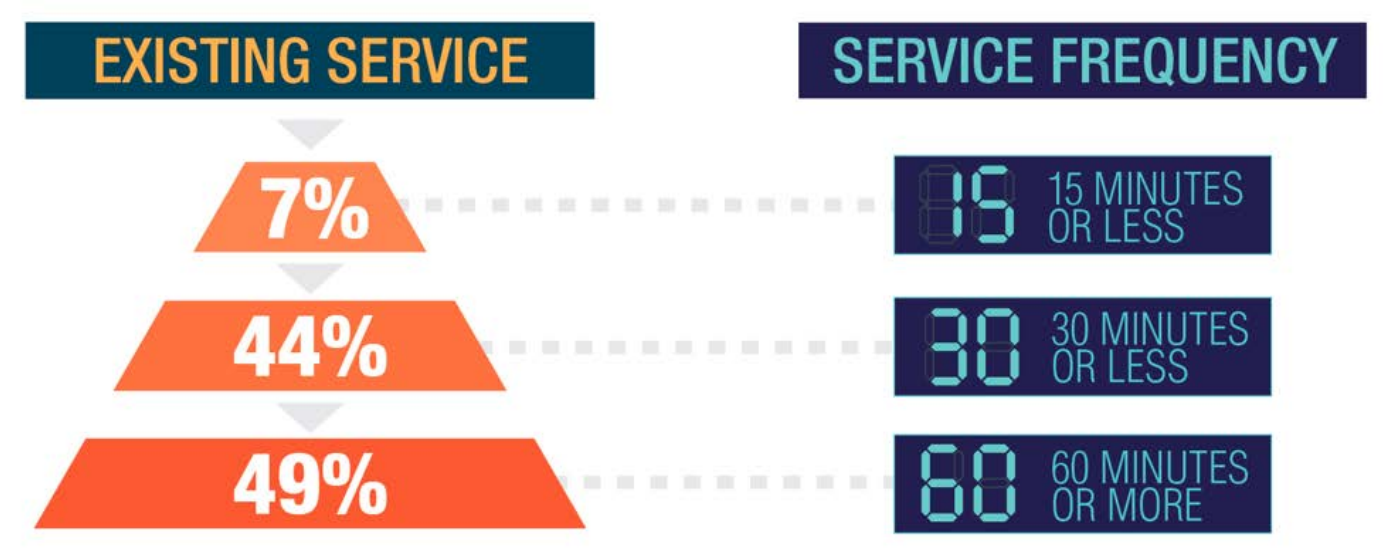


# Public Transit in Central Florida

a.

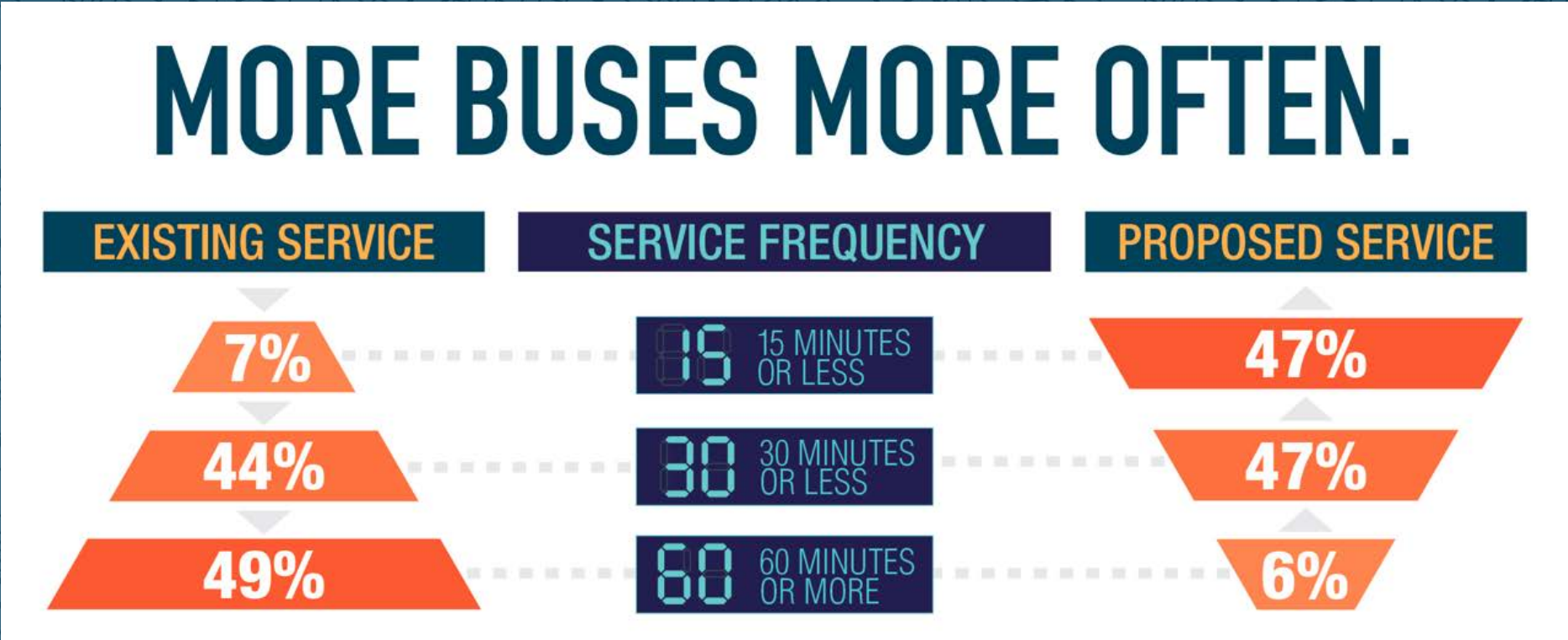
## Service Challenges:

- 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





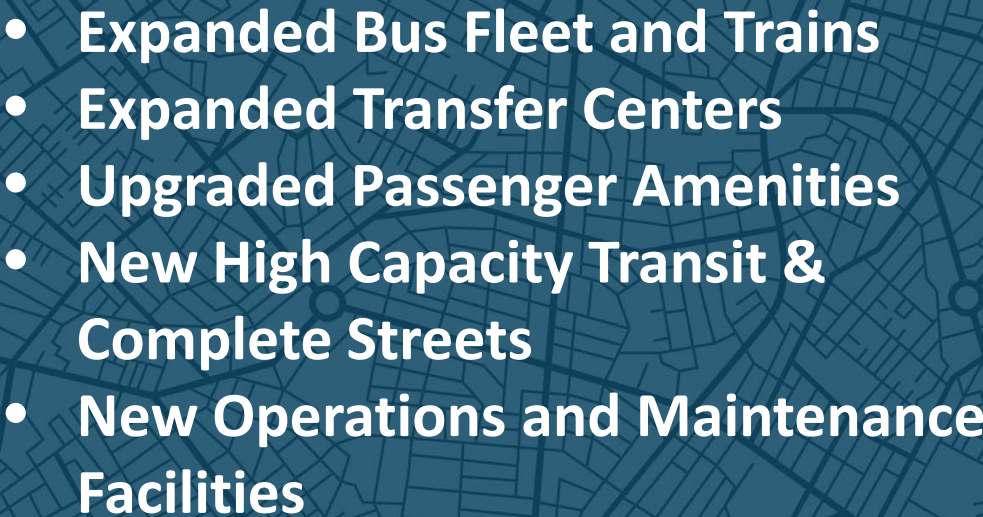
## Overall Bus Frequency Improvements

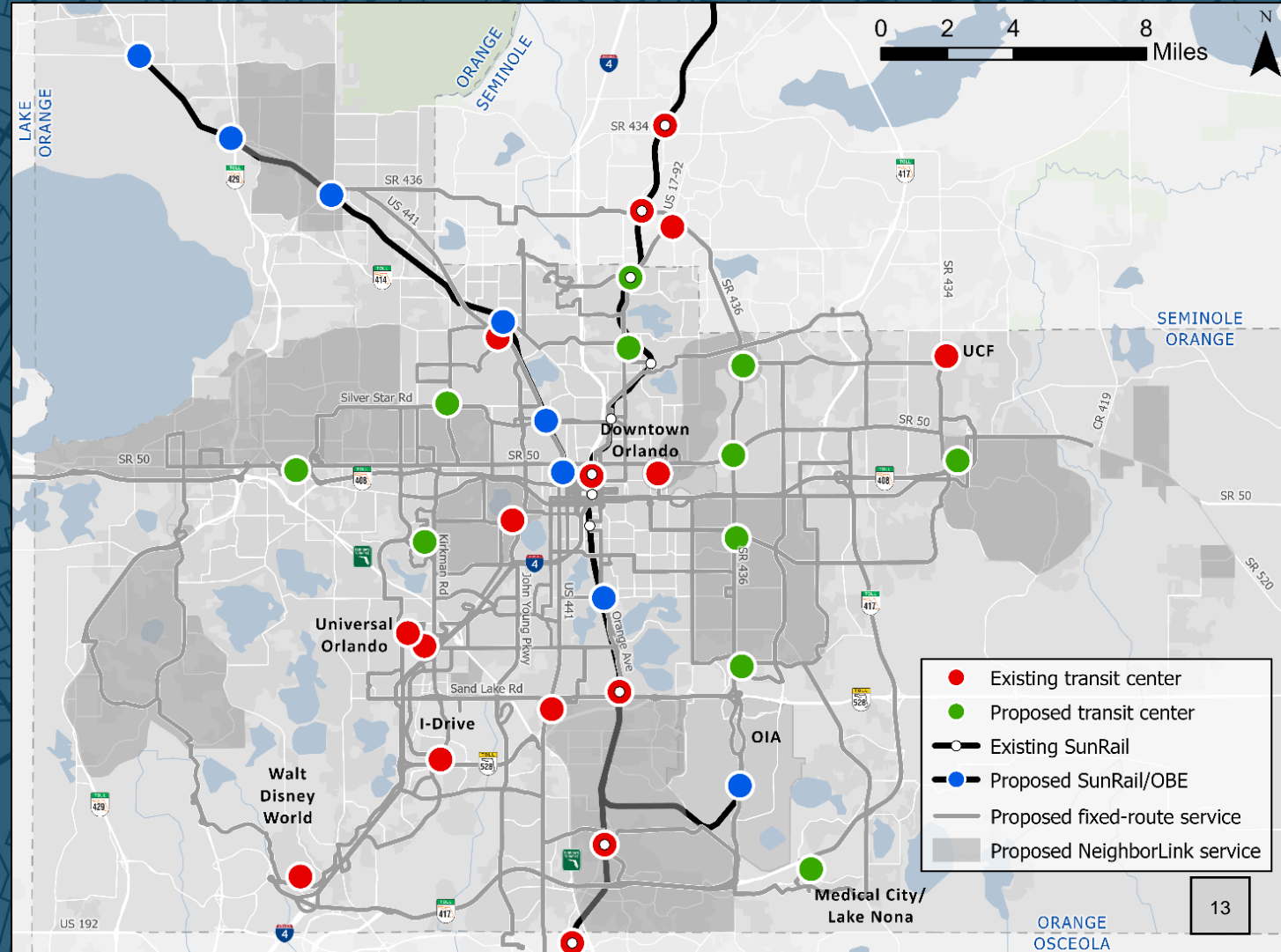




a.

## Expanded Facilities

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





# Transportation Plan/Improvements

a.



**Safety**



**Major  
Roadway  
Improvements**



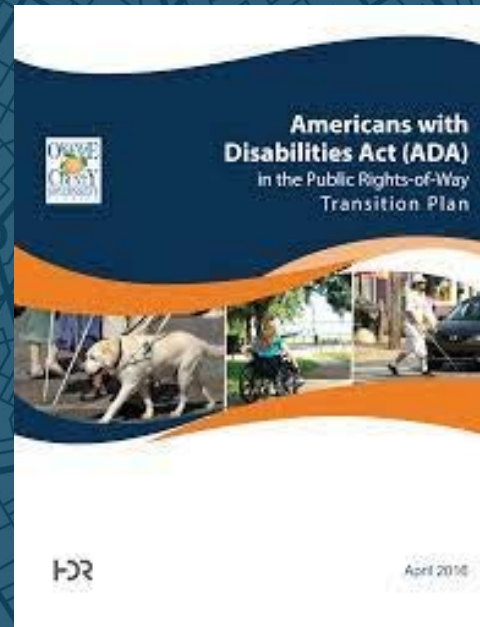
**Operations &  
Maintenance**



# 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

SAFETY IMPROVEMENTS	PROJECTED COST
<b>Funded Safety Projects</b>	<b>\$99,500,000</b>
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
<b>Unfunded Safety Projects</b>	<b>\$1,674,800,000</b>
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
<b>Total Projected County Program Cost (20 Years)</b>	<b>\$1,774,300,000</b>



# Transportation Plan/Improvements

## *Major Roadways Improvements*

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





# Transportation Plan/Improvements

## *Major Roadway Improvements*

MAJOR ROADWAY IMPROVEMENTS	PROJECTED COST
<b>Funded Major Roadway Improvements (5-Year CIP)</b>	<b>\$701,300,000</b>
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
<b>Unfunded Major Roadway Improvements Funding Needs</b>	<b>\$3,100,500,000</b>
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
<b>Total Projected County Cost (20 Years)</b>	<b>\$3,801,800,000</b>



# Transportation Plan/Improvements

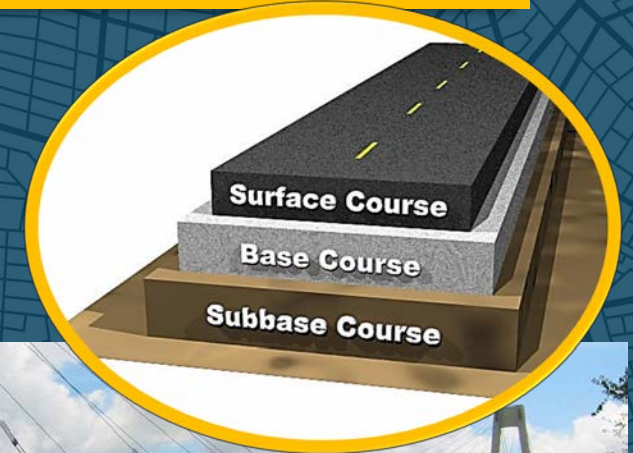
## Operations & Maintenance Program

Cost - \$1,592,500,000

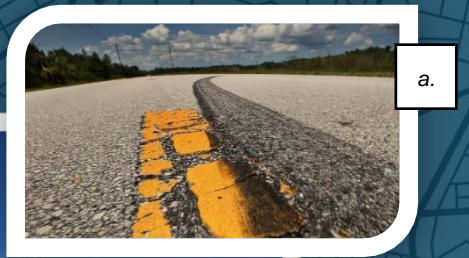
- Maintain 2,700 Miles of Roadways
- Increased Frequency Of Roadway Resurfacing to Every 10 Years
- Enhanced Drainage/Pond Maintenance to Prevent Flooding
- Bridge Repair
- Landscaping



Resurfacing



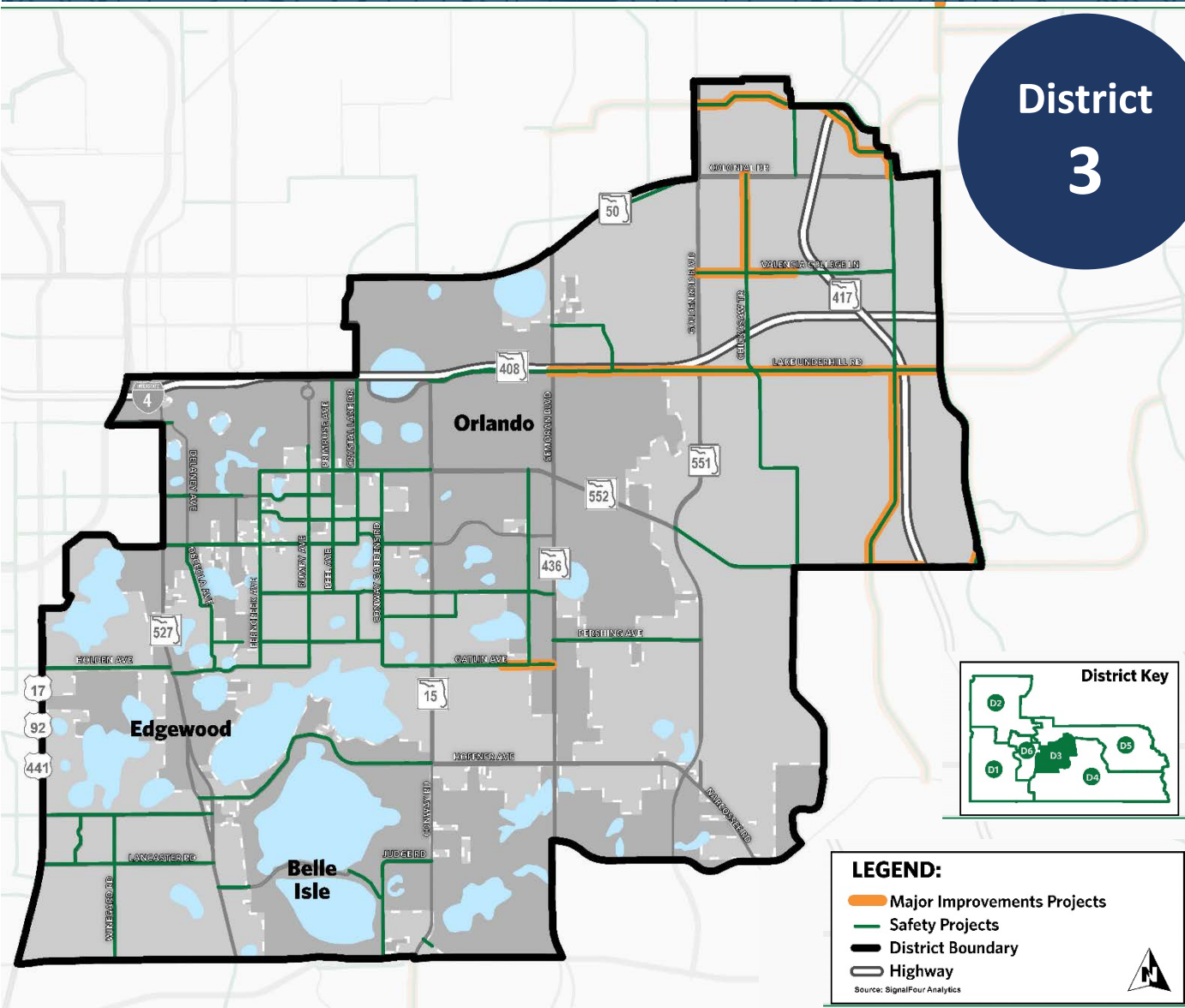
Bridge Maintenance





# Transportation Plan/Improvements

## Sample Projects in 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

\*Cities Projects would in addition to County Projects



# 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	a.
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	
		22



# Transportation Needs - Municipalities

a.



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
<b>Total Projected Municipal Program Cost (20 Years)</b>	<b>\$1,799,700,000</b>

\*2019 estimated project cost



# Summary – County's List

- 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

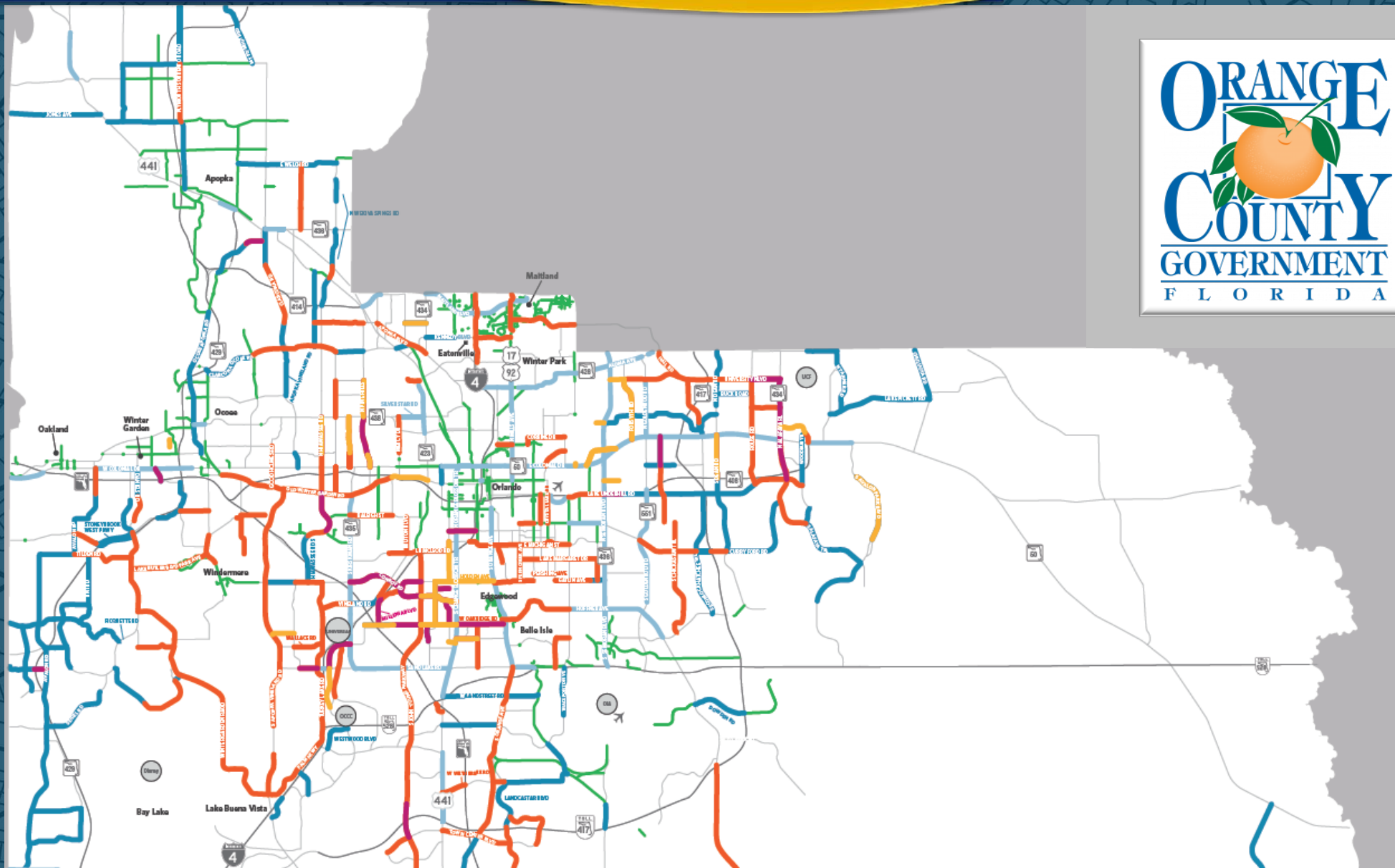
## *Summary of Needs*

- 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*



# Transportation Plan/Improvements



**Bicycle &  
Pedestrian Safety  
Projects**

**Intersection  
Operational Safety  
Projects**

**Vehicle Safety  
Projects**

**Roadway Capacity  
Projects - County**

**Roadway Capacity  
Projects - State**

**Municipal Projects**



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# 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

a.

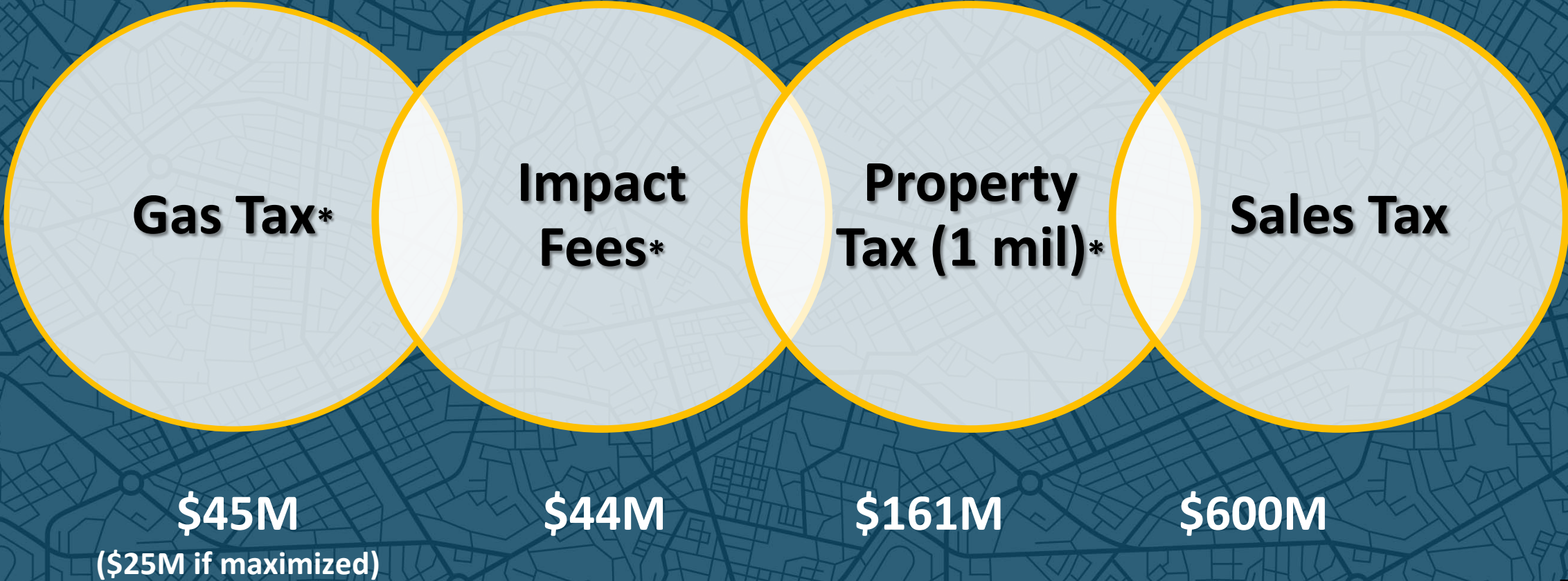
## *§212.055(1)(4) permissible uses are:*

- 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



# Local Funding Options Per Year

\*County Sources





# Charter County and Regional Transportation System Surtax



**Non-residents/tourists pay over 51%**



**Estimated revenues generated - \$600M annually**



**Flexible use (Transportation, Capital, and O&M)**



**Applies to the first \$5,000 of sales**



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



# Charter County and Regional Transportation System Surtax

a.



## PROJECTED REVENUES:

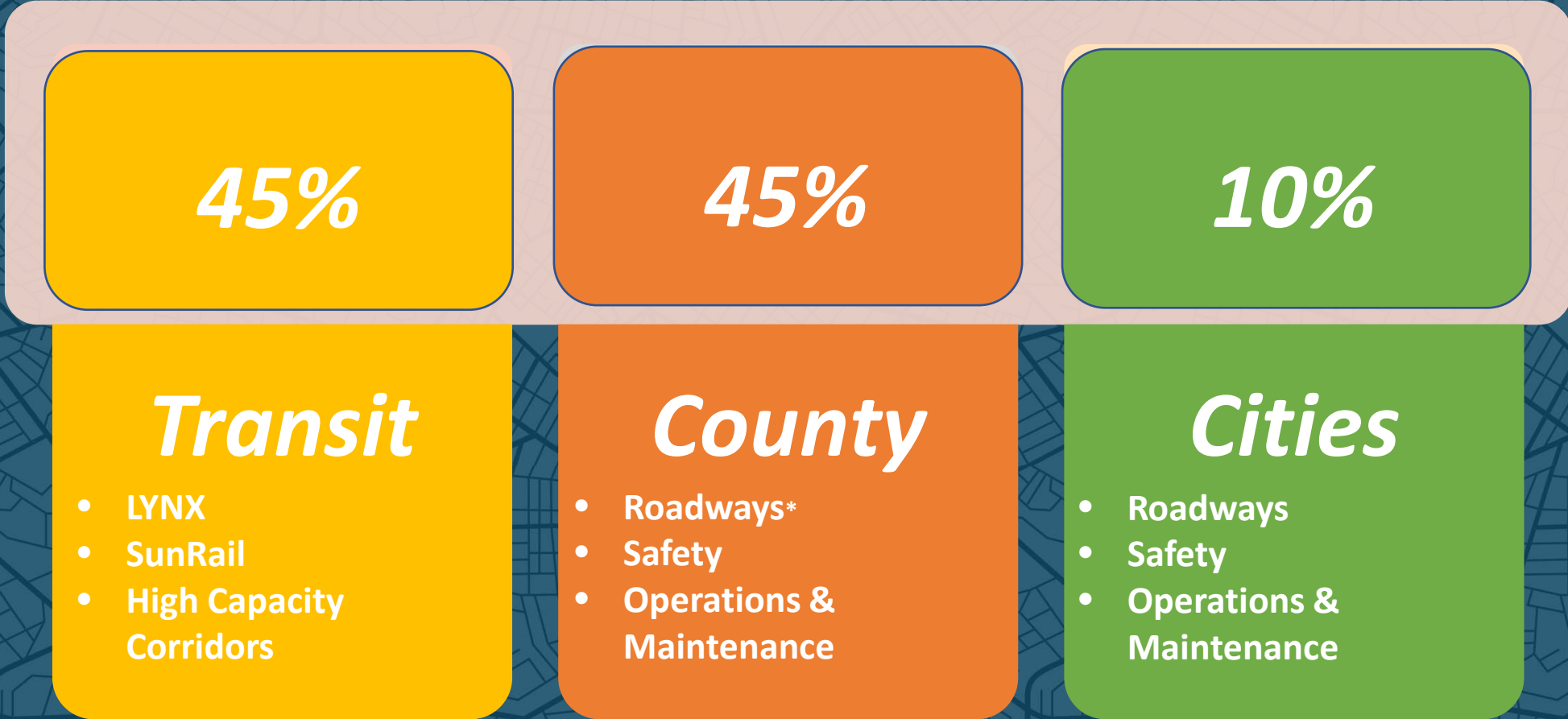
20 years = \$11.9 Billion

30 years = \$17.9 Billion

TOTAL TRANSPORTATION NEEDS = \$21 BILLION



# Funding Allocation



\* Including County roads that run through cities



# Municipal Funding Allocation

a.

**Total Estimated Proceeds (Annually) \$595,935,449**

		Original Proposal		Alternative Proposal	
	Population **	Distribution Percentages	County/Cities 10% Allocation	Distribution Percentages	Cities ONLY 10% Allocation
Orange County	876,910	63.27%	\$37,703,196	0	0
Orlando	291,800	21.05%	12,546,091	57.31%	\$34,155,053
Apopka	52,404	3.78%	2,253,137	10.29%	6,133,864
Belle Isle	7,365	0.53%	316,662	1.45%	862,070
Eatonville	2,348	0.17%	100,953	0.46%	274,832
Edgewood	2,717	0.20%	116,819	0.53%	318,024
Maitland	21,096	1.52%	907,033	4.14%	2,469,277
Oakland	3,365	0.24%	144,680	0.66%	393,872
Ocoee	47,580	3.43%	2,045,727	9.35%	5,569,217
Windermere	2,972	0.21%	127,783	0.58%	347,871
Winter Garden	47,245	3.41%	2,031,323	9.28%	5,530,005
Winter Park	30,239	2.18%	1,300,141	5.94%	3,539,461
<b>Total</b>	<b>1,386,041</b>	<b>100.00%</b>	<b>\$59,593,545</b>	<b>100.00%</b>	<b>\$59,593,545</b>

\* Source of total estimated proceeds: Office of Economic & Demographic Research, County and Municipal Revenue Estimates, FY 2019-20 Revenue Estimates, Local Discretionary Sales Surtaxes, 1st Revision, 8/21/19.

\*\* The source of the population data is the Bureau of Economic and Business Research at the University of Florida, as published on the Office of Economic & Demographic Research website, as of 04/01/2019. Population will be updated annually to determine distribution percentages.



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# Alternative Oversight Structure

## Technical Committee

- Multijurisdictional staff committee that meets regularly to discuss the status of projects submitted by each jurisdiction
- Reviews the approved projects list to ensure compatibility and coordination among jurisdictions
- Identifies opportunities for joint projects and project collaboration

## Citizens Oversight Board

- Citizen Board that ensures accountability and transparency in expenditure of sales tax proceeds (does not approve or prioritize projects)
- Ensures County, cities, LYNX, and other funding recipients are spending funds appropriately, timely, and in full compliance with all applicable laws.
- Requests/reviews audits of the transportation program by the Orange County Comptroller

## Board of County Commissioners

- Reviews and approves projects
- Consistent with Florida Statutes



# Oversight Structure – Technical Committee

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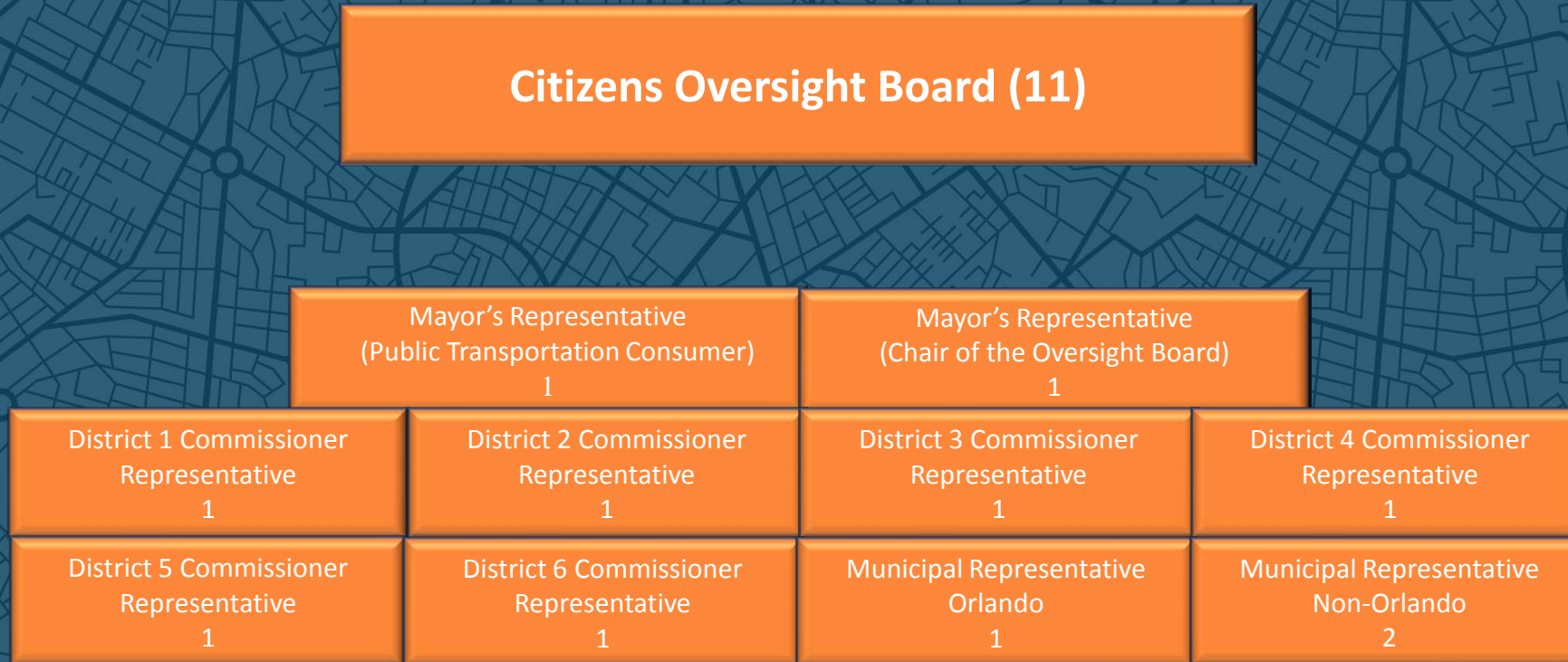
## Technical Committee (15)

Orange County 1	City of Orlando 1	FDOT 1	LYNX/SunRail 1	City of Apopka 1
City of Winter Garden 1	City of Ocoee 1	City of Winter Park 1	Town of Eatonville 1	Town of Oakland 1
City of Edgewood 1	Town of Windermere 1	City of Maitland 1	City of Belle Isle 1	Metroplan Orlando 1



# Oversight Structure – Citizens Oversight Board

a.





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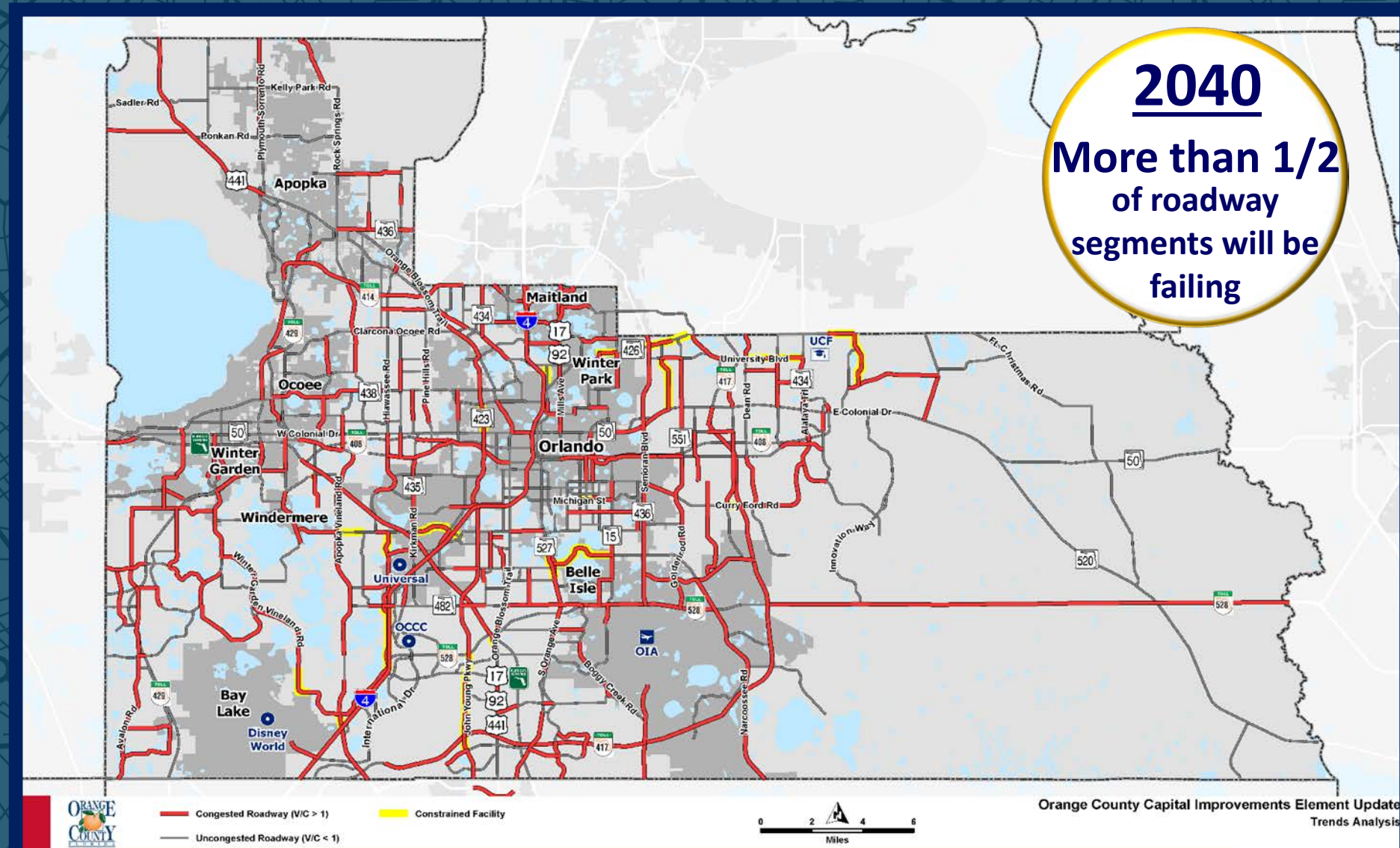






# Transportation Needs

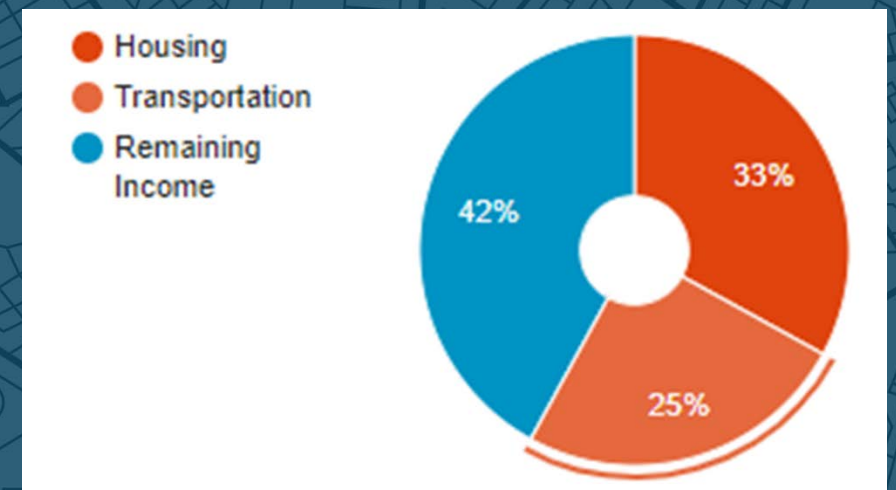
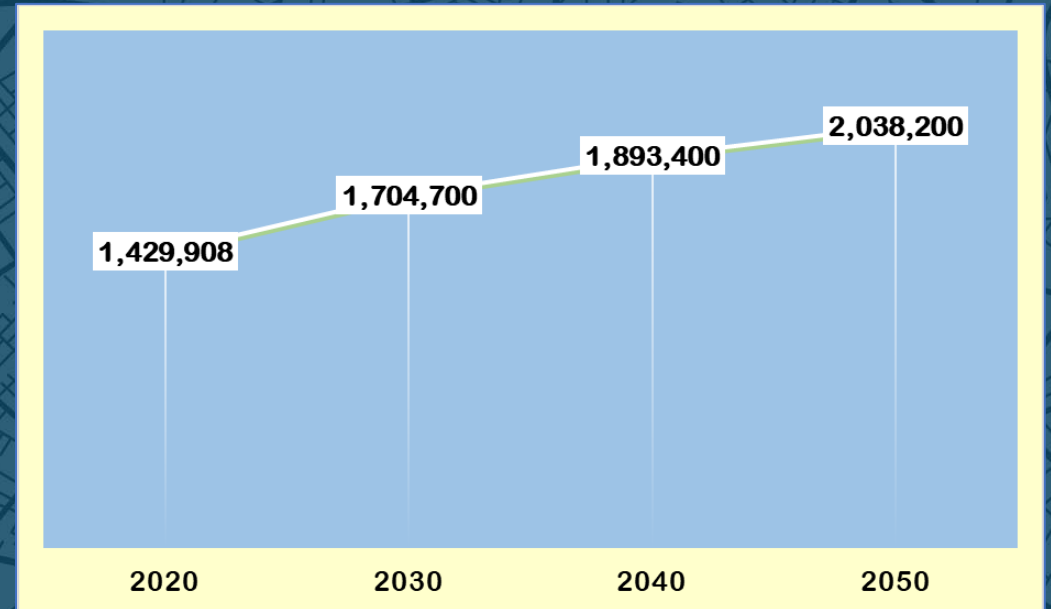
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# Current Trends

- 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

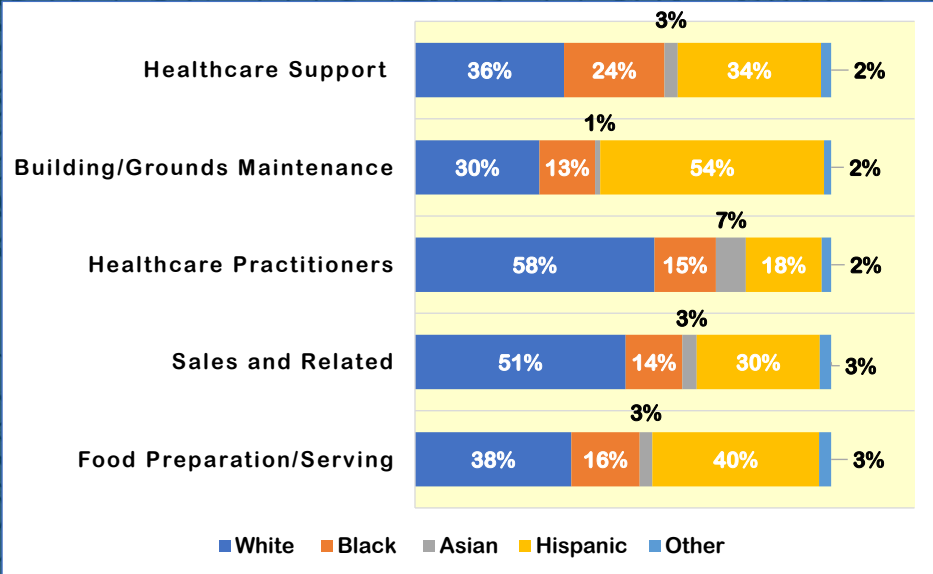
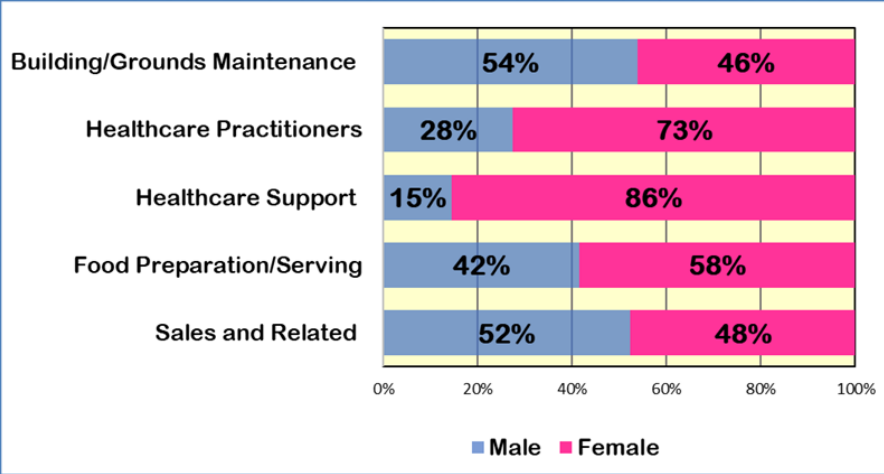




# Current Trends

a.

- Bus transit ridership mainly comprised of Low-income service workers
- Workforce is overwhelmingly female and mostly comprised of people of color



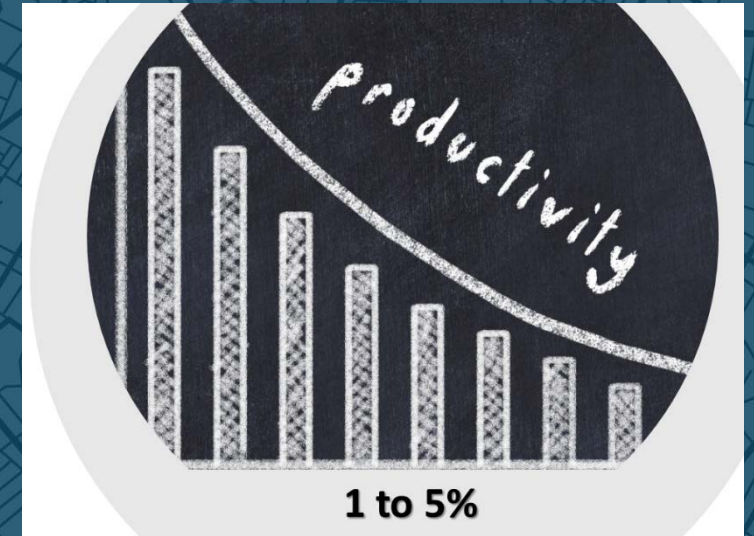


# Simulation Scenarios

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## *Do Nothing Scenario Assumptions*

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

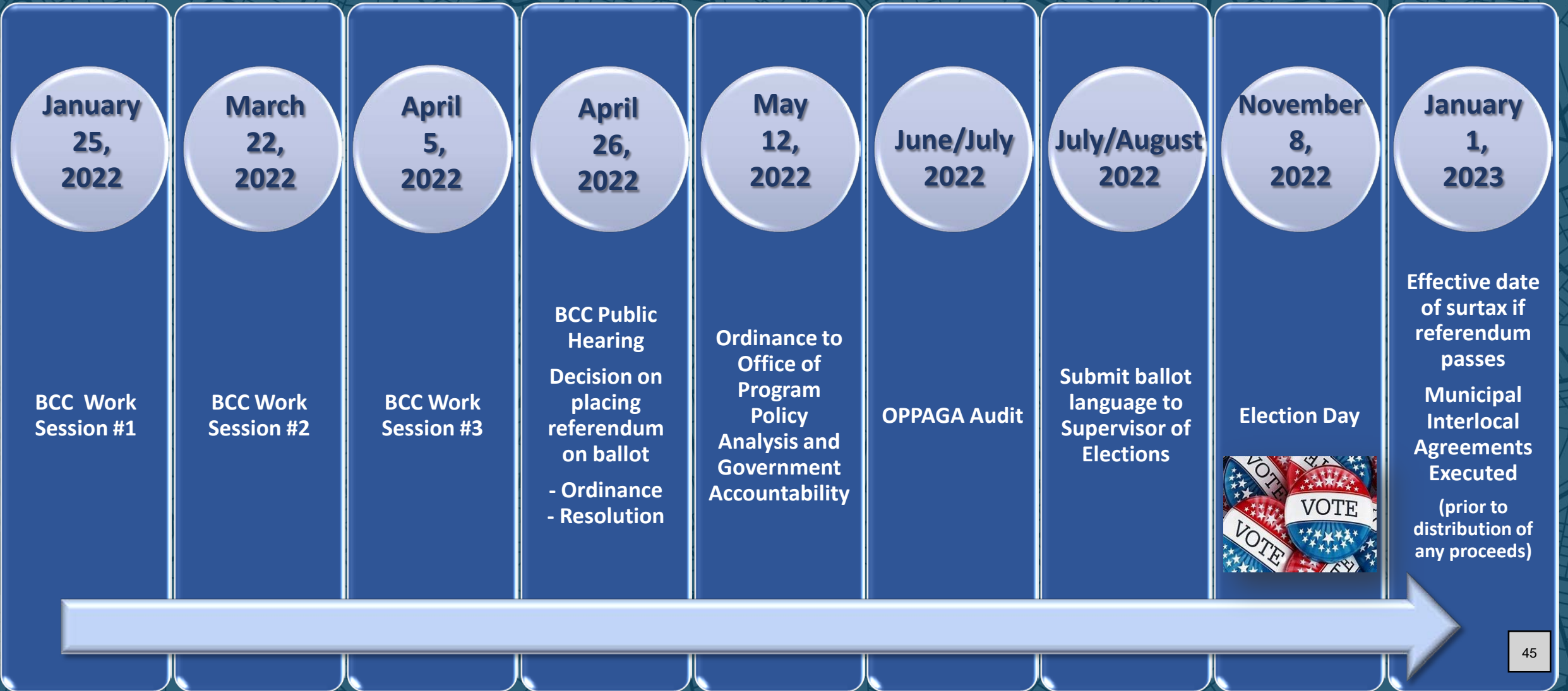


2 to 5%

Suzanne Kreiter/The Boston Globe via Getty Image



# Decision-Making Timeline





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# Presentation Outline

## Question and Comments

