



MUNICIPAL ADVISORY COMMITTEE
MINUTES

DATE: Thursday, March 5, 2015

LOCATION: MetroPlan Orlando Board Room
315 E. Robinson Street, Suite 355
Orlando, Florida

TIME: 9:00 a.m.

Mayor Ken Bradley, Chairman, presided

Members in attendance:

Mayor Ken Bradley, City of Winter Park
Council President John Dowless, City of Edgewood
Mayor Gary Bruhn, Town of Windermere
Commissioner Joe Durso, City of Longwood
Commissioner Joel Keller, City of Ocoee
Mayor Charles Lacey, City of Winter Springs
Commissioner Joseph McMullen, Town of Oakland
Commissioner Sid Miller, City of Lake Mary
Mayor Dominic Persampiere, City of Oviedo
Mayor Howard Schieferdecker, City of Maitland

Members not in attendance:

Mayor Rebecca Borders, City of St. Cloud
Mayor Bill Brooks, City of Belle Isle
Mayor Charlene Glancy, City of Casselberry
Mayor Bruce Mount, Town of Eatonville
Commissioner Robert "Bobby" Olszewski, City of Winter Garden

Others in attendance were:

Mr. Duane Compo, FDOT
Mr. Tony Rodriguez, LYNX
Ms. Shannon Estep, Florida's Turnpike Enterprise
Ms. Mary Raulerson, Kittelson & Assoc.
Mr. John Mason, HDR
Mr. Alex Trauger, MetroPlan Orlando

Mr. Gary Huttman, MetroPlan Orlando
Mr. Jason Loschiavo, MetroPlan Orlando
Ms. Gabriella Arismendi, MetroPlan Orlando
Ms. Mary Ann Horne, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. CALL TO ORDER

Chairman Ken Bradley called the meeting to order at 9:00 a.m. Chairman Bradley noted the recent passing of Mayor Mount's wife, Winifred. He told MAC members that arrangements for services for Mrs. Mount had been emailed to the committee by Ms. Whittington prior to the MAC meeting.

II. PLEDGE OF ALLEGIANCE

Chairman Bradley led the committee in a moment of silence for Mrs. Mount and the invocation followed by the Pledge of Allegiance.

III. CHAIR'S ANNOUNCEMENTS

Chairman Bradley welcomed Ms. Shannon Estep representing Florida's Turnpike Enterprise. He then called Mayor Schieferdecker to the podium to acknowledge his service on MAC and present him with a distinguished service award. Mayor Schieferdecker noted that all that has been accomplished has been a team effort and he thanked everyone. Mr. Gary Huttman took the floor to acknowledge Mr. Duane Compo who has accepted a new position at FDOT and will no longer serve as MetroPlan Orlando's liaison. He congratulated Mr. Compo and noted that Ms. Mary Schoetzel will serve as the temporary liaison for MetroPlan Orlando.

Chairman Bradley told committee members that the Regional Leadership Council (RLC) met on February 13th and Mayor Lacey attended the meeting as the MAC representative. Mayor Lacey provided a brief report on the RLC meeting. He reported that the council discussed MetroPlan Orlando's prioritized project list, which FDOT would like to see streamlined. Council members received a preview of the project assessment tool that has been developed. Also discussed, he noted, were SU funding policy and state DDR funding. Mr. Huttman will present information regarding the SU funding policy and state DDR funding for possible action, later in the agenda. Chairman Bradley informed MAC members that the Committee Restructure Task Force also met February 13th and Ms. Whittington would provide a report on that meeting later in the agenda.

IV. CONFIRMATION OF QUORUM

Ms. Goldfarb confirmed a quorum was present.

V. AGENDA REVIEW/FOLLOW-UP

Ms. Virginia Whittington reported that the Committee Restructure Task Force met on February 13th and they continued their work providing guidance on implementing outcomes of MetroPlan Orlando's strategic business plan. There had been concern, she noted, that bicycle and pedestrian safety and activities remain a focal point in light of the proposed merger of CAC and BPAC. In terms of the steps toward implementation, she reported that the new/revised bylaws for the TSMO and TAC had been approved by the committees and were going to the MetroPlan Orlando board for final approval. Ms. Whittington told MAC members that expectations are that the merged CAC and BPAC committees would have final approval and be established by January 2016. Chairman Bradley commended MetroPlan Orlando leadership for their efforts in looking at their committee structure.

VI. Partner Reports

LYNX

Mr. Tony Rodriguez, LYNX, reported that LYNX is working on enhanced service for the upcoming major league soccer opener, March 8th. LYMMO, he reported, will run every five minutes from 2:00 to 10:00 p.m. on game day. In addition, additional buses will be running connecting downtown Orlando parking facilities to the Citrus Bowl. The additional bus service plus enhanced SunRail service, he noted, will provide multiple mobility options for people attending downtown Orlando events. Chairman Bradley noted that the City of Winter Park is sponsoring SunRail service the weekend of the Winter Park Arts Festival.

FDOT

Mr. Duane Compo, FDOT, had no specific report at this time. He did note that the preliminary I-4 Ultimate construction was underway with full construction projected to start in the summer.

Florida's Turnpike Enterprise

Ms. Shannon Estep, Florida's Turnpike Enterprise, had no report.

VII. Public Comments on Action Items

None.

VIII. Old Business

- **Quiet Zone Update**

Ms. Whittington told MAC members that, regarding quiet zones, the municipalities that received grants are working directly with FDOT and SunRail to get contracts executed. The contracts, she noted, need to be executed prior to June 2015. Ms. Whittington told MAC members that she received notice the previous week that there was \$4 million in additional funding available for a second round of grant applications if they would like to apply. She stated that information had been forwarded to their staffs.

Ms. Whittington called attention to agenda item XI.G., which was the call for nominations for this year's Clean Air Award. A link was provided in the agenda to information on the Clean Air Award, as well as the form to submit for nominations which are due by April 3rd. Ms. Whittington informed committee members that the SunRail report was provided in the supplemental folders.

IX. Action Items

A. *Approval of Minutes of Previous Meeting*

Action was requested for approval of the February 5, 2015 meeting minutes.

MOTION: Mayor Gary Bruhn moved for approval of the February 5, 2015 meeting minutes. Council President John Dowless seconded the motion, which passed unanimously.

B. *Appointment of MAC Vice-Chairman as Chairman*

Action was requested to appoint Mayor Charles Lacey (current Vice-Chairman) as Chairman to complete the remainder of the 2014-15 term of Mayor Ken Bradley who chose not to seek reelection. In May, as required by the MAC bylaws, a Nominating Committee will be established to recommend a slate of officers for 2015-16.

MOTION: Commissioner Joe Durso moved for approval of appointing Mayor Charles Lacey as Chairman to complete the remainder of the 2014-15 term of Mayor Ken Bradley. Mayor Gary Bruhn seconded the motion, which passed unanimously.

Chairman Bradley told MAC members that it had been a privilege to serve and work together with committee members.

Additionally, action was requested to appoint Commissioner Bobby Olszewski (current 2nd Vice Chairman) to the Regional Leadership Council (RLC). The RLC is

made up of the MetroPlan Orlando board officers, and the Chairs and Vice-Chairs of the advisory committees. The next meeting of the RLC will be in March.

MOTION: Commissioner Joel Keller moved for approval of appointing Commissioner Bobby Olszewski to the Regional Leadership Council. Mayor Gary Bruhn seconded the motion, which passed unanimously.

C. FTE Amendment to FY 2014/15-2018/19 TIP

Ms. Shannon Estep, Florida's Turnpike Enterprise, requested the MAC to recommend that the FY 2014/15-2018/19 TIP be amended to include the design funding for a new interchange at Florida's Turnpike and Sand Lake Road. The amendment was described in a letter from FDOT that was provided.

MOTION: Mayor Gary Bruhn moved for approval of amending the FY 2014/15-2018/19 TIP to include the design funding for a new interchange at Florida's Turnpike and Sand Lake Road. Mayor Dominic Persampiere seconded the motion, which passed unanimously.

Prior to action being taken on items D. and E., Mr. Alex Trauger, MetroPlan Orlando staff, gave a brief presentation that reviewed the relationship of the Locally Preferred Alternatives (LPAs) listed below to the 2040 LRTP.

D. Locally Preferred Alternative (LPA) for SR 50/UCF Connector Alternatives Analysis

Action was requested to recommend approval of the SR 50/UCF Connector Alternatives Analysis LPA. Prior to action being taken, Ms. Mary Raulerson, Kittelson & Associates, reviewed the LPA. An attachment was provided. Ms. Raulerson told MAC members that the SR 50 corridor was one of the major corridors identified in the LYNX 2030 Vision Plan. She reported that an Alternatives Analysis Study on the corridor was funded by Federal Transit Administration (FTA) and included a study area from the Lake County line to SR 434, and along SR 434/Alafaya Trail to UCF. This corridor, she noted, was identified as a key regional transportation link and one of the highest ridership corridors in the LYNX system, as well as a major east-west, non-tolled feeder for SunRail. She told committee members that the LYNX board recently approved the locally preferred alternatives and bus rapid transit (BRT) was deemed to be the most effective mode of travel. Ms. Raulerson detailed the SR 50 Recommended Alternative which was Bus Rapid Transit service traveling in mixed-traffic along SR 50 from Oakland in west Orange County to SR 434/Alafaya Trail, then up Alafaya Trail to UCF. The project will be implemented in phases with Phase 1 (to be implemented in the next 5 years (2020) providing service between Powers Drive and Goldenrod Road. Phase 2 service would be implemented in later years, dependent upon future growth and development patterns along SR 50. Phase 1 is proposed to operate at 10-minute frequencies during peak times and 15-minute frequencies during off-peak times. It will include features such as enhanced stations,

unique bus branding, transit signal priority, off-board ticketing, and user amenities such as free wi-fi on the bus. The alternative also includes an enhanced connection between two of the biggest activity centers in the Region, Downtown Orlando and the UCF Area, through an Express Bus Service. The Express Bus Service is anticipated to be implemented in the next 1-2 years. BRT in mixed traffic from Powers Drive to Goldenrod Road segment, she indicated, was supported by 97% of those providing public input on the project. Ms. Raulerson commented that 187,200 people use the corridor for work related trips and 48% of those people are transit dependent. Future demand along the corridor was estimated to be high and economic development was projected to be supported through the ridership. Total capital cost for the project was \$36 million, with a \$2 million increase in annual operating cost to the existing service. Discussion ensued regarding queue jumps, rider cost, and how the corridor was defined. Ms. Raulerson responded that the queue jump was where the bus could use a right turn lane to "jump ahead" of traffic and riders would pay a fare for the BRT service, unlike LYMMO downtown. Commissioner Durso called attention to the need to do the same type of study on SR 436 and SR 434, which are both major corridors with a large population/employment density in the area around them.

MOTION: Mayor Howard Schieferdecker moved for approval of the Locally Preferred Alternative (LPA) for the SR 50/UCF Connector Alternatives Analysis. Mayor Gary Bruhn seconded the motion, which passed unanimously.

E. Locally Preferred Alternative (LPA) for OIA Connector Refresh Alternatives Analysis

Action was requested to recommend approval of the OIA Connector Refresh Alternatives Analysis LPA. Prior to action being taken, Mr. John Mason, HDR, reviewed the LPA. An attachment was provided. Mr. Mason provided a brief overview of the history of the project, project purpose, study area, and the study process. He told MAC members that the refresh was conducted to develop recommended transit options for the 165 mile study area. A project advisory group was formed that included representatives from the Greater Orlando Aviation Authority, cities and counties impacted by the project and local businesses. Mr. Mason reported that twelve initial alternatives were vetted by the advisory group and the SunRail extension to the airport was viewed as the best alternative, however, that was now under consideration under a separate study. He informed committee members that four viable alternatives were looked at after the SunRail extension was separated out. The four alternatives were evaluated using Federal Transit Administration criteria, and express bus rapid transit (BRT) between OIA and Orange County Convention Center (OCCC) along SR 528, Sand Lake Rd. and Universal Blvd., along with local BRT between SunRail and OCCC along Oak Ridge Rd./Universal Blvd. were selected. Mr. Mason told MAC members that the capital cost for the BRT options was under two hundred million dollars as opposed to the cost for light rail, which would have cost over one billion dollars. He reviewed public outreach efforts, ridership projections, and potential funding sources for the project. Mr. Mason noted that additional information could be found on the project

website www.oiaconnector.com. Discussion ensued in regards to capital expenses and the impact Maglev and the SunRail connection might have on the project.

MOTION: Mayor Howard Schieferdecker moved for approval of the Locally Preferred Alternative (LPA) for the OIA Connector Refresh Alternatives Analysis. Commissioner Joel Keller seconded the motion, which passed unanimously.

F. Percentage Split Policy for SU Funds (Tentative Action)

MetroPlan Orlando's policy for dividing this area's SU funds into percentages for the different modes of transportation projects in the Prioritized Project List was discussed at the Regional Leadership Council (RLC) meeting on February 13th. The RLC directed the advisory committees to review the SU policy and provide their recommendations for policy changes to the RLC. Mr. Gary Huttman, MetroPlan Orlando staff, reviewed the current SU funding policy and requested the MAC to make a recommendation to the RLC on whether the policy should be changed. A spreadsheet showing the history of MetroPlan Orlando's SU funding policy was provided. Mr. Huttman told committee members that the SU funding split had not been revised since 2011. He reported that in past years, Road Ranger funding of \$500,000 was provided through the SU funds, however, the concessionaire for the I-4 Ultimate project is currently responsible for funding Road Rangers, so those funds would revert back to MetroPlan Orlando. Discussion ensued in regards to current M & O funding and the need for bike/ped funding. Commissioner Durso asked if the \$500,000 in Road Ranger funding could be saved for future use. Mr. Huttman responded that FDOT recommends not keeping funds boxed and it is always beneficial to identify projects that available funds could be spent on. He noted that citizens like to see projects advance and major improvements occur. Mr. Huttman provided information on the amounts the current funding splits represented, what they could be used for, and what additional sources might be available to also fund those categories. He told MAC members that they could choose to not make any change to the current allocations splits or determine that they need to be revisited. Discussion ensued regarding the trending away from the emphasis on highway projects, the need for an increase in bike/ped/transit funding, and any additional sources for transit capital funding.

MOTION: Mayor Gary Bruhn moved for approval of keeping the current SU allocation percentages and allocating the \$500,000 in Road Ranger funds to the bicycle and pedestrian category. Commissioner Joe Durso seconded the motion, which passed 6:4 (Bradley, Keller, Miller and Schieferdecker opposed).

G. Potential Use of State District Dedicated Revenue (DDR) Funds for Transit Operating Expenses (Tentative Action)

FDOT had indicated that state DDR funds may be used for transit operating expenses, and this potential use of state DDR funds was discussed at the February 13th Regional

Leadership Council (RLC) meeting. The RLC directed the advisory committees to discuss the potential use of state DDR funds for transit operating expenses and make their recommendations to the RLC. Mr. Gary Huttman, MetroPlan Orlando staff, led this discussion and requested the MAC to make a recommendation regarding the use of state DDR funds. Mr. Huttman explained that the state DDR funds are a source of revenue that comes back to the district from the gas tax. He told MAC members that MetroPlan Orlando received 51% of the DDR funds FDOT District V receives. Just recently, he noted, MetroPlan Orlando was made aware of additional flexibility in that these funds could now be used for transit operations. FDOT did caution that these were not additional funds made available and decisions would have to be made in terms of how to use the funds based on the additional flexibility to spend them. Mr. Huttman indicated that staff would like to see the funding used to help advance projects by helping to leverage local funds and avoid the need to refresh project studies, which have a limited shelf life. Mayor Schieferdecker asked what other types of projects the state DDR funds could be used for. Mr. Huttman responded that state DDR funds could be used for highway projects, complete street projects, corridor studies and now transit operation as well.

MOTION: Mayor Howard Schieferdecker moved for approval of state DDR funds being used for transit operating expenses. Commissioner Joe Durso seconded the motion, which passed unanimously.

X. Presentations/Status Reports

A. *Presentation on Wekiva Parkway*

Ms. Mary Brooks, QCA, gave a presentation on the latest status of the Wekiva Parkway. Ms. Brooks told MAC members that the Wekiva Parkway is a \$1.6 billion, 25 mile toll road project. The project, she noted, will have all electronic tolling and will also include some non-toll improvements. Ms. Brooks provided information on the project description, environmental considerations, economic impact, design status, project schedule, and next steps. She reviewed both the Central Florida Expressway segments of the parkway as well as the FDOT segments, along with planned aesthetics for the projects. Ms. Brooks told committee members that an application has been submitted to Federal Highway Administration for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project. Public outreach efforts, she reported are ongoing and additional information on the project can be found at www.wekivaparkway.com. Discussion ensued regarding bridge height and the projected 2017 completion date for Sections 1A and 1B.

B. *Status Report on 2020/21-2039/40 Prioritized Project List*

Mr. Keith Caskey, MetroPlan Orlando staff, presented a brief status report on the new FY 2020/21-2039/40 Prioritized Project List (PPL) for information purposes. A more detailed preview of the draft PPL will be presented at the May meeting. Due

to the early start for the 2016 Florida legislative session, the PPL must be approved by the committees in May and the board in June and submitted to FDOT no later than July 1, 2015. A copy of the FY 2019/20-2039/40 PPL that was adopted last year and has been updated to show the latest project phases that have been funded based on the new TIP was provided. This was being used as a starting point for developing the new PPL. The 2015 schedule for the development of the PPL and TIP was also provided. Mr. Caskey explained that due to the accelerated schedule this year and the number of projects already on the Prioritized Project List, staff is recommending that no new projects be added. He told MAC members that he will be providing a status report to the MetroPlan Orlando board at the March 11 meeting and requesting that the board recommend no new projects be added to the PPL.

XI. General Information

Chairman Bradley called attention to recent board action approving MetroPlan Orlando relocating their office in December 2015. The new office location will be downtown Orlando and closer to a SunRail station. He told MAC members that a sympathy card for Mayor Mount is being circulated, if anyone has not had the opportunity to sign it. Chairman Bradley noted items under general information which included the SunRail ridership report, complete streets steering committee formation, and the Mayor's Challenge.

A. SunRail Ridership Report

The latest SunRail Ridership Report was provided at the meeting.

B. Complete Streets Steering Committee

The list of appointees to the Complete Streets Steering Committee was provided.

C. 2040 LRTP Administrative Modification

A page from the 2040 Long Range Transportation Plan (LRTP) showing an administrative modification reflecting a TIFIA loan for the CFX segments of the Wekiva Parkway was provided.

D. "Beyond Traffic: Trends and Choices"

A paper by U.S. Transportation Secretary Anthony Foxx, "Beyond Traffic: Trends and Choices", could be accessed at this link:

http://www.dot.gov/sites/dot.gov/files/docs/Draft_Beyond_Traffic_Framework.pdf

The Blue Paper for this report was available at <http://www.dot.gov/beyond-traffic/beyond-traffic-blue-paper>.

E. US DOT Secretary Anthony Foxx Mayors' Challenge

On January 22, U.S. Transportation Secretary Anthony Foxx launched the “Mayors’ Challenge for Safer People and Safer Streets” at the 83rd Conference of Mayors winter meeting. The Challenge invited Mayors and local elected officials to attend a Safer People, Safer Streets Summit in March at the U.S. Department of Transportation (USDOT) and then take significant action over the next year to improve pedestrian and bicycle safety. The Mayor’s Challenge will showcase effective local actions to improve safety, empower local leaders to take action, and promote partnerships to advance pedestrian and bicycle safety.

Mayors and local elected officials can join the Challenge or find out more information here: <http://www.dot.gov/mayors-challenge>

F. FDOT Emergency TIP Amendment

An emergency Transportation Improvement Program (TIP) amendment regarding I-4 rest stops in Seminole County was approved at the February 11th MetroPlan Orlando Board meeting. The signed board resolution approving the amendment was provided.

G. Call for Entries for 2015 Clean Air Award

The Central Florida Clean Air Team seeks entries for the 2015 Clean Air Award. The award is given annually to an organization that exhibits innovation and leadership in protecting air quality in our region. Please advise any groups that might be eligible. The deadline for entries is **April 3**. Entry materials are available on the MetroPlan Orlando website at the following link: <http://bit.ly/1JAfQat>

H. FDOT Construction Status Report

The latest FDOT construction status report was provided.

I. MetroPlan Orlando Board Highlights

Highlights from the February MetroPlan Orlando Board meeting were provided.

XII. Upcoming Meetings of Interest

A. MetroPlan Orlando Board Meeting

The MetroPlan Orlando Board met on Wednesday, **March 11, 2015** at 9 a.m.

B. Regional Land Use Forum Quarterly Meeting

The Regional Land Use Forum will hold its quarterly meeting on Friday, **April 24, 2015** at 1:30 p.m. at MetroPlan Orlando (315 E. Robinson Street, Suite 355, Orlando, FL 32801).

C. *Municipal Advisory Committee meeting - Thursday, May 7, 2015; 9:00 a.m.*

XIII. Public Comments (General)

None.

XIV. ADJOURNMENT

Mayor Lacey thanked Mayor Bradley for his leadership on MAC and noted that Mayor Bradley would be recognized for his service at the MetroPlan Orlando board meeting on March 11th. Mayor Bradley commented that it had been a privilege to serve.

The Municipal Advisory Committee meeting was adjourned at 10:35 a.m.

The meeting was recorded and transcribed by Ms. Cathy Goldfarb.

Approved this 7th day of May, 2015.

Chairperson

Witness

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.