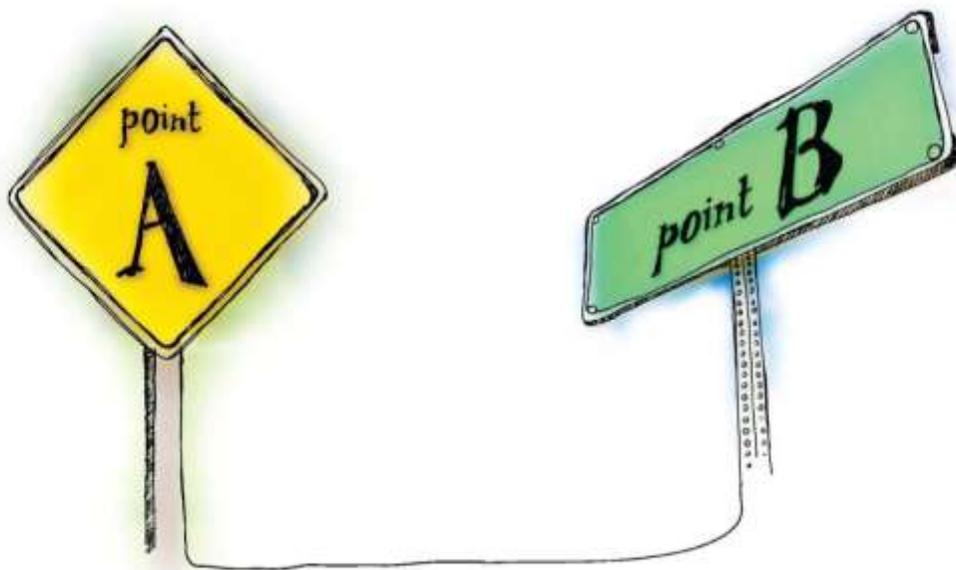


2030 Long Range Transportation Plan Proposed Amendment February 2013



The MetroPlan Orlando Board officially amended the 2030 Long Range Transportation Plan on February 13, 2013. The amendment adjusts alignments and funding structures for roadways in the cost-feasible portion of the plan. This document provides background information on the projects. This is the fourth amendment to the 2030 Long Range Transportation Plan. The first amendment to the 2030 plan was completed on November 10, 2010, and the second was completed on July 20, 2011. The third amendment was completed on July 11, 2012. Details on these amendments can be found in the Long Range Transportation Plan section of www.metroplanorlando.com.

BACKGROUND INFORMATION

In order to meet federal requirements, the year 2030 Long Range Transportation Plan (LRTP) contains a Cost Feasible Plan and a Needs Plan.



Projects in the Cost Feasible Plan are based on reasonably available funding. In other words, the region expects to complete these projects through funding mechanisms currently in place, already allowed by the state legislature, or needing additional action by the state legislature. The Needs Plan contains unfunded projects deemed important for the development of Central Florida's transportation system.

The Osceola County Expressway Authority (OCX) has requested this amendment to MetroPlan Orlando's 2030 Long Range Transportation Plan to adjust the alignments and funding structures for the Southport Connector and Poinciana Parkway in the cost-feasible portion of the 2030 LRTP.

The two-part amendment includes:

1. Southport Connector Expressway

The Southport Connector Expressway appears in the adopted 2030 LRTP with limits from Southport Road to Canoe Creek Road, fully funded by toll revenues. The amendment request adjusts project limits to between Cypress Parkway and Canoe Creek, and revises the funding structure for the project to include toll revenue and \$2.7 million in federal funds (STP-SU) for the Project Development and Environment (PD&E) study. The federal funds would be allocated in fiscal year 2012/13.

2. Poinciana Parkway

The Poinciana Parkway appears in the adopted 2030 LRTP with limits from the Polk County Line to Marigold Avenue, fully funded by private developers. The amendment request adjusts the alignment to include three segments: 1) the I-4 Segment providing a connection north to I-4; 2) the Southwest Segment providing a parallel route to Marigold Avenue; and 3) the Cypress Segment providing a connection between the Southwest Segment and the Southport Connector Expressway. The funding structure is requested to be revised to toll revenues and \$1.8 million in federal funds (STP-SU) for the Project Development and Environment (PD&E) study. The federal funds would be allocated in fiscal year 2012/13. Additionally, the private developer funds in the current adopted plan are requested to be eliminated and funding responsibility will be shifted to OCX.

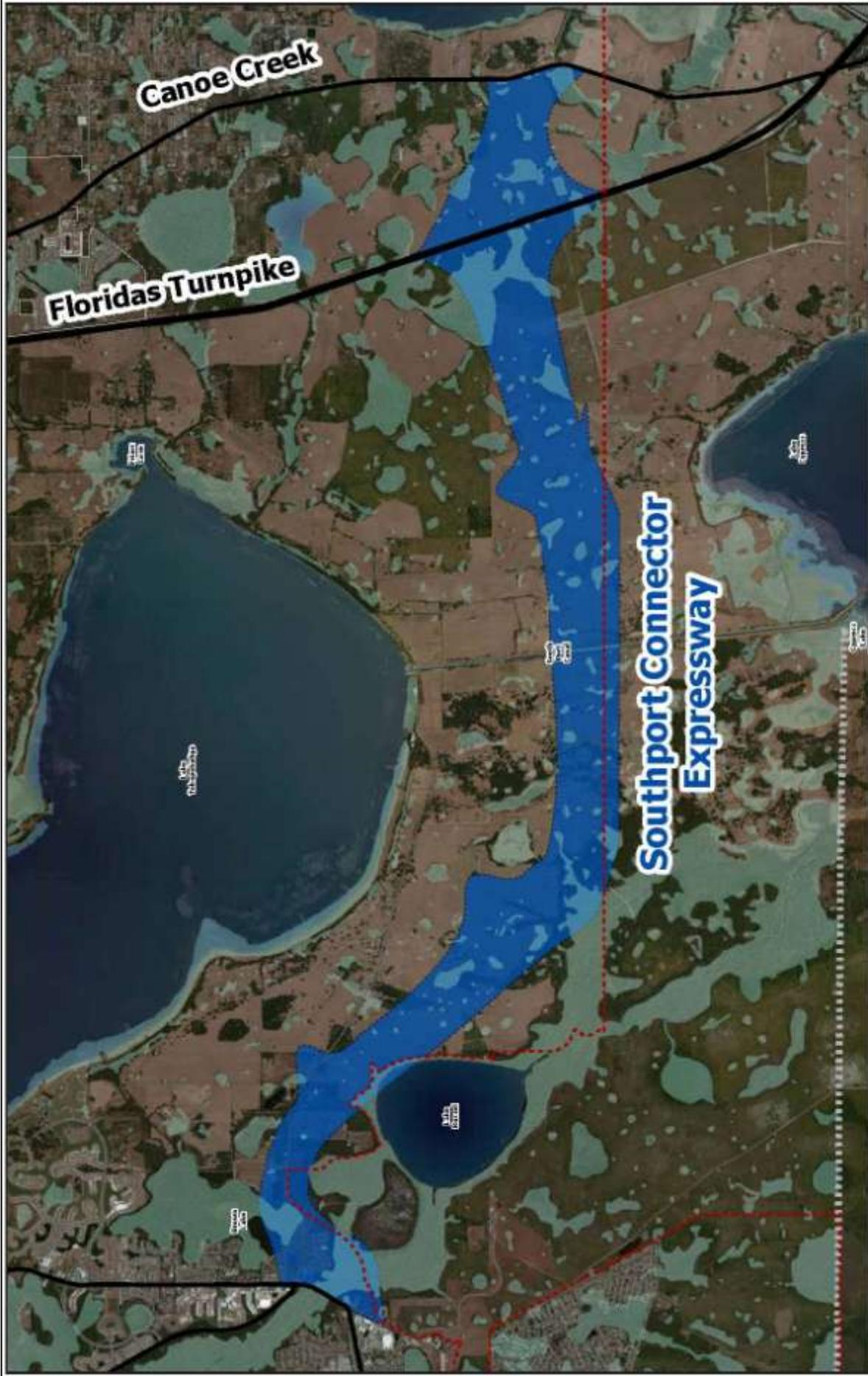


Figure 9. Southport Connector Aerial Map

- Legend**
-  City Boundaries
 -  Urban Growth Boundary
 -  Discrete County Boundary
 -  Existing Roads
 - Segments**
 -  Southport Connector Expressway



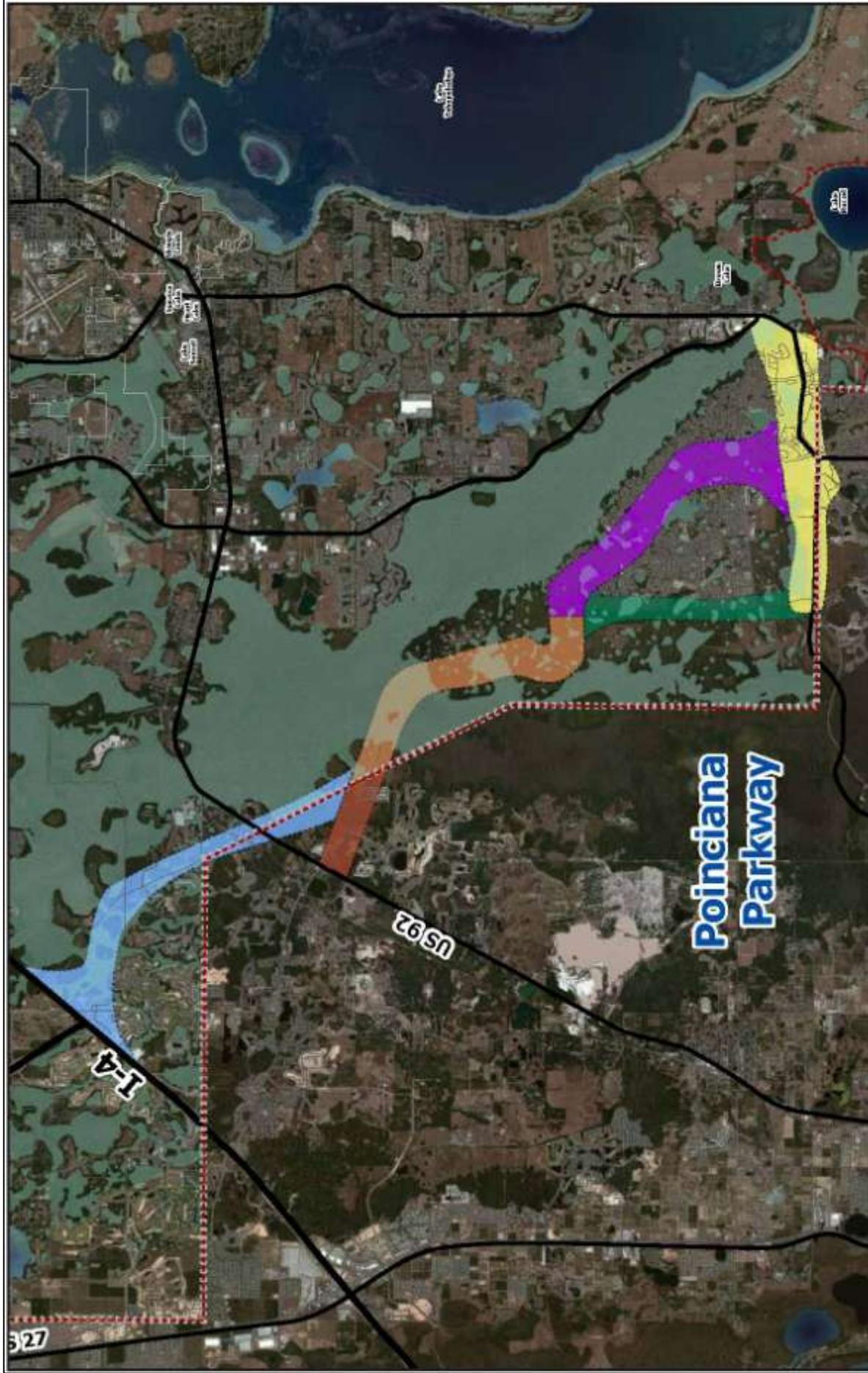


Figure 5. Poinciana Parkway Aerial Map

- Legend**
- City Boundary
 - Urban Growth Boundary
 - Osceola County Boundary
 - Existing Road
- Segments**
- 1-4 Segment
 - Northwest Segment
 - Bridge Segment
 - Southwest Segment
 - Southeast Segment
 - Poinciana Parkway

