



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

CERTIFICATION

APPROVED BY  
METROPLAN ORLANDO

CG 12-9-2020

STATE OF FLORIDA

§

COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of **Resolution No. 20-19** approved in a regular meeting of the MetroPlan Orlando Board on **December 9, 2020**. The original copy of this document is on file in the Administrative Offices of MetroPlan Orlando, 250 S. Orange Avenue, Suite 200, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the MetroPlan Orlando Board, this 9th day of **December 2020**.

By:

*Cathy Goldfarb*

Cathy Goldfarb, Sr. Board Services Coordinator  
Board Services and Recording Secretary





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A REGIONAL TRANSPORTATION PARTNERSHIP

**RESOLUTION NO. 20-19**

**APPROVED BY  
METROPLAN ORLANDO**

*C. Goldfarb 12-9-20*

**SUBJECT:**

**APPROVAL OF THE ORLANDO AND KISSIMMEE URBANIZED AREAS'  
2045 METROPOLITAN TRANSPORTATION PLAN**

**WHEREAS**, MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando and Kissimmee Urbanized Areas; and

**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 1602, 1603, and 1604 require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

**WHEREAS**, a primary responsibility of MetroPlan Orlando, as the MPO, is the development and adoption of a Metropolitan Transportation Plan (formerly: Long Range Transportation Plan) for the Orlando and Kissimmee Urbanized Areas, which shall supersede all previous long range transportation plans, that shall be multimodal in scope and shall consider the transportation improvement needs of the area as well as identifying what is financially feasible to accomplish; and;

**WHEREAS**, the 2045 Metropolitan Transportation Plan identifies roadway, transit, technology, bicycle and pedestrian facility improvements which are further described in detail in Technical Series documents, each of which is incorporated as part of this plan; and

**WHEREAS**, the 2045 Metropolitan Transportation Plan establishes MetroPlan Orlando's Congestion Management Process (CMP) to improve efficiency, reliability and safety through implementation of Transportation Systems Management and Operations (TSM&O) solutions and continued performance monitoring; and

**WHEREAS**, the 2045 Metropolitan Transportation Plan also incorporated by reference aspects of the Florida Transportation Plan (FTP) and its modal-focused plans, Expressway Authority Master Plans and Transit Development Plans (TDP); and

**WHEREAS**, the 2045 Metropolitan Transportation Plan consists of a Cost Feasible Plan element and an Unfunded Needs Plan element; and

**WHEREAS**, the Cost Feasible Plan identifies transportation projects that we expect to be able to fund, within an acceptable margin of estimation for both costs and revenues, by the year 2045 within Central Florida; and

**WHEREAS**, MetroPlan Orlando is committed to supporting and seeking the advancement of a comprehensive transportation system that places a high priority on bicycle and pedestrian safety as well as on transportation projects that facilitate the use of many different modes and accommodate a diverse group of users; and

**WHEREAS**, as a Due Diligence Disclosure Statement, the 2045 Metropolitan Transportation Plan acknowledges certain uncertainties that may affect the plan, including:

1. New federal transportation legislation in the future may alter the revenue estimates used in the preparation of the Year 2045 Metropolitan Transportation Plan.
2. Federal/State match ratios for transit, assumed to be 50% federal share, 25% state share and 25% local share for capital improvements to transit in the 2045 Metropolitan Transportation Plan, may change.
3. FDOT revenue estimates used for the preparation of the 2045 Metropolitan Transportation Plan may change as a result of 2020 pandemic conditions and resulting impacts of fuel tax collections, new federal transportation legislation and/or state funding policy changes.
4. The development of funding plans and their sources for such toll roads and components of the Central Florida Expressway Authority Year 2040 Master Plan and Turnpike Work Program.
5. The identification of new and/or alternate funding sources that could make federal and/or state funds currently programmed available for programming to other transportation projects; and

**WHEREAS**, it is acknowledged that as the uncertainties are resolved, the 2045 Metropolitan Transportation Plan will be revised as appropriate; and

**WHEREAS**, both the proposed funded and unfunded transportation projects within the 2045 Metropolitan Transportation Plan have been presented for public review and comment in a public meeting, and the comments received from the public review process have been reported to and considered by the MetroPlan Orlando Board; and

**NOW, THEREFORE, BE IT RESOLVED** by the MetroPlan Orlando Board in its capacity as the Orlando Urbanized Area Metropolitan Planning Organization that the 2045 Metropolitan Transportation Plan is hereby approved as the adopted long range transportation plan for the Orlando and Kissimmee Urbanized Areas, superseding and replacing all previously adopted plans. The 2045 Plan:

A. Sets the Direction for System Growth and Investment for the Next 25 Years

- 1) Identifies a multimodal transportation vision for long-term future projects in Orange, Osceola and Seminole Counties that includes roadway (Complete Streets, Capacity and TSM&O) and transit projects, and identifies a Needs and Cost Feasible Plan based on goals, objectives and targets.
- 2) The Cost Feasible Plan is established with a forecasted cost, based on year of expenditure, of \$27.8 billion for federal, state, local, and toll funded projects.
- 3) The Cost Feasible Plan follows the TMA funding allocation policy, directing eligible urbanized area funds to Off-State Highway System multimodal projects; dedicates 10% of State Other Arterial funding for Off-State Highway System capacity projects; is consistent with MPO Board Resolution #15-08, using up to 30% of DDR funds for premium transit operations in years 2036-2045; and allocates \$1 million annually to each of the following programs: Special Planning Studies, Critical Sidewalk Gaps, School Mobility, Signal Retiming, Regional TSM&O/ITS and \$250,000 annually for transportation technology demonstration projects.
- 4) The Cost Feasible Plan includes:
  - i. 174 multimodal projects and programs on the National/State Highway System totaling \$2.59 billion;
  - ii. 23 state/federally funded local road widening projects totaling \$298 million;
  - iii. 21 Complete Streets projects and programs totaling \$203 million;
  - iv. 50 TSM&O projects and programs totaling \$133 million;
  - v. 14 pedestrian and bicycle focused projects and programs totaling \$108 million; and
  - vi. \$2.45 billion in federal, state, and local transit investment (Capital + O&M).

B. Coordinates Transportation System, Land Use and Funding

- 1) Land Use – Consistent with local government Comprehensive Plans, the 2045 Metropolitan Transportation Plan examines the impacts of land use and development upon the transportation system based on land use concepts that continues the regional “How Shall We Grow?” principles - centers, corridors, conservation, and countryside.

- 2) Funding – The 2045 Metropolitan Transportation Plan's investment in the transportation system, based on existing revenue sources, is clearly unable to keep pace with the area's population growth and its associated mobility needs.
- 3) Year of Expenditure – The plan addresses Year of Expenditure requirements by forecasting inflation factors and programming projects in five-year increments (2020, 2025, 2030, 2035) and a ten-year increment (2036-2045) for the final years of the Plan.
- 4) Coordination – The plan incorporates and includes coordination with the Central Florida Expressway Authority, FDOT, Florida's Turnpike Enterprise, LYNX, the Greater Orlando Aviation Authority, Sanford Airport Authority, and the Kissimmee Gateway Airport Authority plans and programs.
- 5) Other Factors – The plan includes future bicycle and pedestrian improvements; freight and goods movement strategies, environmental mitigation considerations, and recommendations for improving transportation system resiliency, safety, and reliability.

C. Is Guided by a Public Participation Plan and Incorporates Public Feedback

- 1) Used a variety of creative communication tools to reach all parts of the region.
- 2) Provided public presentations throughout the area and in a virtual environment during the pandemic, with a focus on traditionally underserved communities, such as elderly, racial minorities, disabled, young people and low-income residents.
- 3) Conducted a virtual public meeting on November 9, 2020 to present the draft 2045 Plan and established a Virtual Tour of the Draft 2045 Plan at MetroPlanOrlando.org throughout the public comment period (October 16, 2020 – November 20, 2020).
- 4) Created and executed an additional Public Participation Plan for the 2045 Metropolitan Transportation Plan to ensure the plan update process included consideration of public input.

D. Incorporated Feedback Received at Advisory Committee Meetings

- 1) Community Advisory Committee (October 28, 2020 and December 2, 2020);
- 2) Municipal Advisory Committee (November 5, 2020 and December 3, 2020);
- 3) Joint Presentations to Technical Advisory Committee and Transportation Systems Management and Operations Advisory Committee (October 23, 2020 and December 4, 2020);
- 4) 2045 MTP Working Group (September 16, 2020 and November 3, 2020); and
- 5) Transportation Disadvantaged Local Coordinating Board (August 13, 2020 and November 12, 2020).

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9<sup>th</sup> day of December, 2020.

**CERTIFICATE**

The undersigned duly qualified as Chairman of the MetroPlan Orlando Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the MetroPlan Orlando Board.

  
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Honorable Robert Dallari, Board Chairman

Attest:

  
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Cathy Goldfarb, Sr. Board Services Coordinator  
and Recording Secretary