



MUNICIPAL ADVISORY COMMITTEE AGENDA

December 3, 2020 @ 9:30 A.M.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

**MUNICIPAL ADVISORY COMMITTEE
VIRTUAL WORKSHOP NOTICE**

DATE: Thursday, December 3, 2020 at 10 a.m.

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:

<https://us02web.zoom.us/j/88978430231?pwd=UkRRQXFmZlk5T1JoREF4d1lqK1BwZz09>

Passcode: 600019

To dial in, please see the calendar item for this meeting:

[Municipal Advisory Committee Virtual Workshop](#)
(metroplanorlando.org)

The MetroPlan Orlando offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this virtual meeting and participate via the Zoom link above, or by dialing in. The agenda packet is available at MetroPlanOrlando.org in the Calendar section. New to Zoom? You can get the app ahead of time and be ready for the meeting. Visit Zoom.us.

MetroPlan Orlando offers tips for virtual meeting participation on our website. Tip sheets include:

- [How to get technically set up for the virtual meeting](#)
- [How meeting roles and public participation happen virtually](#)
- [Steps and options for making a public comment at a virtual meeting](#)

This information can be accessed at: MetroPlanOrlando.org/Virtualmeetings

AGENDA

Thank you for silencing your cell phones during the meeting and keeping microphones muted unless you are recognized to speak.

Hon. A. Dale McDonald, presiding

- I. Call to Order – Mayor A. Dale McDonald
- II. Chairman’s Announcements
- III. Agenda Review – Ms. Virginia Whittington
- IV. Committee Roll Call & Confirmation of Quorum – Ms. Cathy Goldfarb

V. Public Comments on Action Items

Comments from the public will be heard pertaining to **Action Items** on the agenda for this virtual meeting. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host will unmute your microphone to speak. Each speaker should state name and address for the record and is limited to two minutes. People wishing to speak on other items will be acknowledged in the same way, under Agenda Item XI.

VI. Action Items for Review/Discussion

***Note:** The Governor's executive order allowing boards and committees in Florida to meet virtually without a quorum physically present due to COVID-19 concerns expired on October 31, 2020. At their meeting on September 9, 2020, the MetroPlan Orlando Board approved Resolution #20-15 which enables the MetroPlan Orlando advisory committees to continue to meet virtually in workshop sessions through the end of 2020. At these workshop sessions, the committees will review and discuss action items going to the Board and will provide informal consensus recommendations to the Board on the action items, but will not take formal action in order that a physical quorum will not be required. The committees will then take formal action to ratify the Board's actions at future in-person meetings.*

A. *November 5, 2020 MAC Meeting Minutes (Tab 1)*

The MAC will review and discuss the October 23, 2020 meeting minutes provided in **Tab 1** and make a consensus recommendation. The MAC will take formal action at a future in-person meeting to approve their recommendation.

B. *FDOT Amendment to FY 2020/21 - 2024/25 TIP (Tab 2)*

FDOT is requesting that the FY 2020/21 - 2024/25 TIP be amended to include a pedestrian lighting project, a traffic signal project, a LYNX project and a traffic operations project in downtown Orlando. Mr. Keith Caskey, MetroPlan Orlando staff, will present an overview of the amendment request. A letter from FDOT explaining the amendment request is provided in **Tab 2**, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution to be presented at the December 9th Board meeting. The MAC will review and discuss the amendment request and provide a consensus recommendation to the Board. The MAC will take formal action at a future in-person meeting to ratify the Board's action on this item.

C. *2045 Metropolitan Transportation Plan Cost Feasible Plan (Tab 3)*

MetroPlan Orlando staff will be requesting approval of the 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan and unfunded needs at the December 9th Board meeting. The Committee will review and discuss this request and provide a consensus recommendation to the Board. The Committee will take formal action at a future in-person meeting to ratify the Board's action on this item. Ms. Cynthia Lambert and Mr. Alex Trauger, MetroPlan Orlando staff, will review public comments on the MTP and changes that have been made to the Cost Feasible Plan since the preview was given at the October/November committee and Board meetings. The MTP Cost Feasible Plan is accessible at:

https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_ForAdoption_20201124.pdf and the official record of public comments is accessible at: <https://metroplanorlando.org/wp-content/uploads/Public-Comments-on-Draft-2045-Plan-OFFICIAL-RECORD.pdf>.

VII. Presentations

There are no planned presentations for this meeting.

VIII. General Information (Tab 4)

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area is enclosed for information purposes.

B. FY 2019/20 Federally Funded Projects

A list of the highway, TSMO, bicycle and pedestrian, transit and aviation projects in the Orlando Urban Area for which Federal funding was obligated during FY 2019/20 has been prepared in order to meet the federal requirement for MPOs. This document can be accessed on the MetroPlan Orlando web site at the following link: <https://metroplanorlando.org/wp-content/uploads/Fed.-Funds-1920.pdf>.

C. Fact sheet for CFX's SR 414 Expressway Extension Project Development & Environment (PD&E) Study

A fact sheet detailing CFX's SR 414 Expressway Extension PD&E Study is provided for information purposes.

D. Comparison of 2019 & 2020 BEBR Population Estimates

A spreadsheet and cover memo comparing the 2019 and 2020 population estimates provided by the University of Florida Bureau of Economic and Business Research (BEER) for the Central Florida region is enclosed for information purposes.

E. MetroPlan Orlando Board Meeting Highlights

A copy of the November 18, 2020 Board Meeting Highlights is enclosed for information purposes.

F. Approved 2021 Board/Committee Meeting Schedule

The approved 2021 MetroPlan Orlando Board and Committee Meeting Schedule is enclosed for information purposes.

G. LYNX Press Releases

A set of press releases from LYNX is enclosed for information purposes.

H. Final MAC Bylaws

The final version of the updated MAC Bylaws, approved by the MetroPlan Orlando Board, is provided for use and information.

IX. Upcoming Meetings of Interest

A. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **December 9, 2020**, at 9:00 a.m. This will be a hybrid meeting with a limited number of Board members, staff and members of the public attending the meeting in person in the Board Room and other Board members, staff, members of the public and the presenters joining the meeting virtually on Zoom.

B. Next MAC Meeting

The next MAC meeting will be held on **February 4, 2021** at 10 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2.

X. Member Comments

XI. Public Comments (General)

General comments from the public will be heard. Public comments submitted in advance of the meeting, by email to Comment@MetroPlanOrlando.org or phone to 407-906-2347, will be read into the record by a meeting moderator. People wishing to speak during the virtual meeting should use the Raise Hand feature on the Zoom platform, and a meeting host will unmute your microphone for you to speak. Each speaker should state their name and address for the record and is limited to two minutes.

XII. Adjournment

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons wishing to express concerns, who require special assistance under the Americans with Disabilities Act, or who require language services (free of charge) should contact MetroPlan Orlando by phone at (407) 481-5672 or by email at info@metroplanorlando.org at least three business days prior to the event.

La participación pública se lleva a cabo sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, religión o estado familiar. Las personas que deseen expresar inquietudes, que requieran asistencia especial bajo la Ley de Americanos con Discapacidad (ADA) o que requieran servicios de traducción (sin cargo) deben ponerse en contacto con MetroPlan Orlando por teléfono (407) 481-5672 (marcar 0) o por correo electrónico info@metroplanorlando.org por lo menos tres días antes del evento.

TAB 1



MUNICIPAL ADVISORY COMMITTEE
MINUTES

DATE: Thursday, November 5, 2020
LOCATION: Virtual – Zoom Webinar Platform
TIME: 9:30 a.m.

Mayor Dale McDonald, Chairman, presided

Members in attendance:

Mayor Eddie Cole, Town of Eatonville
Mayor John Dowless, City of Edgewood
Mayor Nicholas Fouraker, City of Belle Isle
Mr. Randy Knight for Mayor Steve Leary, City of Winter Park
Mayor Dale McDonald, City of Maitland
Commissioner Joseph McMullen, Town of Oakland
Mayor Richard Drummond, City of Longwood
Council Member Judith Smith for Mayor Megan Sladek, City of Oviedo
Commissioner Jordan Smith City of Lake Mary

Members not in attendance:

Commissioner Richard Firstner, City of Ocoee
Mayor David Henson, City of Casselberry
Mayor Charles Lacey, City of Winter Springs
Mayor Jim O'Brien, Town of Windermere
Council Member Keith Trace, City of St. Cloud
Vacant, City of Winter Garden

Others in attendance were:

Ms. Rakinya Hinson, FDOT
Mr. Saiosi Fine, FTE
Mr. Bruce Detweiler, LYNX
Ms. Jacinta Mathis, Town of Eatonville
Mr. Keith Caskey, MetroPlan Orlando
Mr. Nick Lepp, MetroPlan Orlando
Ms. Cynthia Lambert, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Mr. Gary Huttman, MetroPlan Orlando

Ms. Sarah Larsen, MetroPlan Orlando
Ms. Leilani Vaiaoga, MetroPlan Orlando
Ms. Mary Ann Horne, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Ms. Cathy Goldfarb, MetroPlan Orlando

I. CALL TO ORDER

Chairman Dale McDonald called the meeting to order at 9:30 a.m. and reviewed the virtual meeting procedures.

II. PLEDGE OF ALLEGIANCE

Mayor John Dowless led the Pledge of Allegiance.

III. CHAIR'S ANNOUNCEMENTS

Chairman McDonald detailed public comment procedures.

IV. CONFIRMATION OF QUORUM

Ms. Cathy Goldfarb conducted the roll call and confirmed a quorum was present.

V. AGENDA REVIEW/FOLLOW-UP

Ms. Virginia Whittington reviewed virtual workshop procedures, Ms. Whittington told committee members there were no changes to the agenda and they were ready to move forward.

VI. Public Comments on Action Items

Ms. Whittington announced there were no requests for public comments on items presented for review and/or discussion from those in attendance. She noted there were no written comments received or voice messages left prior to the meeting.

VII. ITEMS FOR REVIEW AND/OR DISCUSSION

A. Review of Previous Meeting Minutes

MAC meeting minutes of September 3, 2020 are provided for information. MAC members had no corrections or revisions. These minutes will be presented for formal adoption at a future in-person meeting.

B. FDOT Amendment to FY 2020/21 - 2024/25 TIP

FDOT requested that the FY 2020/21 - 2024/25 TIP be amended to replace state funds with local funds for the design of a SR 436 resurfacing project and replace federal SU funds with local funds for the design of the Longwood South Pedestrian Corridor project. Three new railroad crossing safety projects in Orange County are also being added.

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. A letter from FDOT explaining the amendment request was provided, along with a fact sheet prepared by MetroPlan Orlando staff and the draft resolution which would be presented at the November 18th Board meeting.

C. Proposed 2021 Board/Committee Meeting Schedule

Ms. Virginia Whittington reviewed the 2021 MetroPlan Orlando Board/Committee Meeting Schedule, a copy of which was provided. She stated that the MAC's July meeting, which is usually cancelled due to a conflict with the 4th of July holiday, did not present a conflict next year, so the MAC will meet in July. The schedule would be presented to the MetroPlan Orlando board for approval at their November 18 meeting.

VIII. PRESENTATIONS AND STATUS REPORTS

A. 2045 MTP – Status Update on Public Participation

Ms. Cynthia Lambert, MetroPlan Orlando staff, gave a status update on public participation efforts for the 2045 Metropolitan Transportation Plan (MTP). Ms. Lambert reviewed the 2045 MTP outreach timeline, key outreach results and common themes from public input. She noted that the feedback received drives the plan decisions. Ms. Lambert provided information on where to find additional 2045 MTP information on the MetroPlan Orlando website. She called attention to the public comment period for the 2045 Plan which runs from October 16th to November 20th.

B. 2045 MTP – Preview of Cost Feasible Plan

Mr. Alex Trauger, MetroPlan Orlando staff, provided a preview of the 2045 MTP Cost Feasible Plan. He noted the MTP Cost Feasible Plan would be presented to the MetroPlan Orlando Board for approval at the December 9th meeting. Mr. Trauger reviewed the planning process, the new planning approach and the cost feasible plan development. He covered the key topics for the 2045 Plan along with the budget allocations and their year of expenditure. In addition, Mr. Trauger provided information on Interstate/Strategic Intermodal System, National/State Highway System, Off-State Highway System Capacity, TSMO/ITS and Complete Street, Pedestrian/Bicycle/Trail, Regional Transit and locally funded projects in the Plan. He concluded his presentation with a summary of funding available and unfunded needs along with takeaways.

C. 2045 MTP – Preview of Congestion Management Process

Ms. Lara Bouck, MetroPlan Orlando staff, gave a preview of the 2045 MTP Congestion Management Process (CMP) which would be included in the approval of the MTP at the December 9th Board meeting. Ms. Bouck detailed the FHWA eight action process model. She reviewed the 2045 MTP goals and applied them to local roadways. In addition, she discussed the air quality index as it relates to the health and environment goal and investment and economy relating to visitor emphasis corridors. Ms. Bouck provided information regarding recommended strategies and the monitoring plan.

IX. GENERAL INFORMATION

A. FDOT Monthly Construction Status Report

The latest FDOT Monthly Construction Status Report for the Orlando area was provided.

B. Air Quality Report

The latest air quality report for the MetroPlan Orlando area was provided.

C. MetroPlan Orlando Board Highlights

A copy of the September 9, 2020 Board Meeting Highlights was provided.

D. LYNX Press Releases

A set of press releases from LYNX was provided.

F. Bicycle & Pedestrian Activities Update

Information on bicycle and pedestrian activities in the region was provided.

X. UPCOMING MEETINGS OF INTEREST

A. Next Municipal Advisory Committee meeting

The next MAC meeting is scheduled for **December 3, 2020** at 9:30 a.m. (NOTE: As approved by the Board at their September 9th meeting, the next MAC meeting will also be held as a virtual workshop during which action items will be reviewed and discussed, but no formal action taken. A committee report will be presented to the MetroPlan Orlando Board and items approved by the board may be ratified at a future in-person MAC meeting.)

B. 2045 MTP Working Group Meetings

MetroPlan Orlando's 2045 MTP Working Group was held November 3, 2020 at 9:30 a.m.

C. 2045 Plan – The Reveal

MetroPlan Orlando staff held a public webinar where the draft 2045 Plan was revealed and public comment received. It took place Monday, November 9 from 5:30-7:30 p.m. via Zoom. A report from the webinar will be presented at the December MAC meeting.

D. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting was scheduled on November 18, 2020 at 9:00 a.m. (**NOTE:** The next MetroPlan Orlando board meeting will be held as a hybrid meeting with a physical quorum of board members. A limited number of staff and members of the public will be permitted in order to accommodate social distancing. Other board members, staff, all presenters, and members of the public may join the meeting virtually on Zoom.)

XI. MEMBER COMMENTS

None.

XII. PUBLIC COMMENTS (GENERAL)

None.

XIII. ADJOURNMENT

The Municipal Advisory Committee meeting was adjourned at 11:00 a.m.

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

Approved this 3rd day of December 2020.

Mayor Dale McDonald, Chairman

Ms. Cathy Goldfarb,
Senior Board Services Coordinator

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.

TAB 2



Board Action Fact Sheet

Meeting Date: December 9, 2020

Agenda Item: IX.A (Tab 2)

Roll Call Vote: Yes

Action Requested:	FDOT requests approval of an amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program.
Reason:	A new project is being added and two existing projects in the TIP are receiving additional funds.
Summary/Key Information:	<p>Items of particular significance for our Committees and the Board are as follows:</p> <ul style="list-style-type: none">• Adds a total of \$534,000 in state funds for the design and construction of a new pedestrian lighting project at four intersections on SR 500/US 441 in FY 2020/21.• Provides a total of \$585,657 in additional federal and state funds for the design in FY 2020/21 and construction in FY 2022/23 of an existing mast arm traffic signal project at the intersection at SR 500/US 441 and SR 50.• Rolls forward \$3,300,276 in FTA funds and \$825,069 in LF funds from FY 2019/20 to FY 2020/21 for LYNX's Capital Grant for Buses and Bus Facilities. These funds will be used for the purchase of Compressed Natural Gas (CNG) buses.• Adds \$79,608 in federal TSM funds for design and \$8,808 in TSM funds for construction (timesheet charges) in FY 2020/21, and adds \$75,000 in TSM funds for design, \$814,800 in TSM funds for construction and \$20,000 in TSM funds for an operations grant to upgrade 21 signalized intersections in downtown Orlando to include connected vehicle technologies and automated traffic signal performance measures (ATSPM). More information on ATSPM is available at: https://ops.fhwa.dot.gov/arterial_mgmt/pdfs/EDC-4-Factsheet_ATSPMs.pdf
MetroPlan Budget Impact:	None
Local Funding Impact:	None
Committee Action:	CAC: To be reviewed on December 2, 2020 MAC: To be reviewed on December 3, 2020 TSMO: To be reviewed on December 4, 2020 TAC: To be reviewed on December 4, 2020
Staff Recommendation:	Recommends approval
Supporting Information:	These documents are provided at Tab 2: FDOT letter dated November 24, 2020 Proposed Board Resolution No. 20-17



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

November 24, 2020

Mr. Gary Huttman
Executive Director
MetroPlan Orlando
250 South Orange Ave., Suite 200
Orlando, FL 32801

Dear Mr. Huttman:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to MetroPlan Orlando Metropolitan Planning Organization’s Adopted Fiscal Years 2020/2021 – 2024/2025 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department’s Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

ORANGE COUNTY

FM#439880-8 ORANGE COUNTY PEDESTRIAN LIGHTING BUNDLE H

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$10,000	2021
Preliminary Engineering	DDR (State funds)	\$150,000	2021
Construction	DDR (State funds)	\$364,000	2021
Construction	DIH (State funds)	\$10,000	2021
TOTAL		\$534,000	

Difference: New project and funds have been added in Fiscal Year 2020/2021.

Explanation: The goal of this project is to increase pedestrian safety at specific signalized intersections by installing street lighting that offers better visibility. Light Emitting Diode (LED) fixtures will be installed at each intersection, and any existing fixtures will be upgraded to LED. No other intersection improvements are expected in this project. This project improves signalized intersections along SR 500-600 (Orange Blossom Trail) at the following locations:

- o LaQuinta Dr
- o Morning Dr/Sunlife Path
- o August Lane/Florida Mall
- o Skyview Dr/Southland Blvd

FM#445767-1 SR 500 (US 441) AND SR 50 (COLONIAL DR) SIGNAL RECONSTRUCTION

Current TIP Status:

Project is currently in TIP for Fiscal Years 2020/2021 – 2024/2025. TIP limits are SR 50 from SR 500/US 441 to W of Ellwood Ave. Project Length per TIP is 0.05 miles.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$10,000	2021
Preliminary Engineering	ACID (Federal funds)	\$360,000	2021
Construction	ACSS (Federal funds)	\$788,000	2023
	TOTAL	\$1,158,000	

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	DIH (State funds)	\$9,519	2021
Preliminary Engineering	ACID (Federal funds)	\$360,000	2021
Preliminary Engineering	SA (Federal Funds)	\$131,000	2021
Construction	DDR (State funds)	\$30,000	2021
Construction	ACSS (Federal funds)	\$1,127,301	2023
Construction	DDR (State funds)	\$75,297	2023
Construction	LF (Local funds)	\$10,540	2023
	TOTAL	\$1,743,657	

Difference: TIP Limits do not match the STIP limits. Limits are SR 500 (US 441) and SR 50 (Colonial Dr.) Signal Reconstruction. Project length has also been updated, now 0.242 miles. TIP needs to be updated to reflect limit and length changes.

Explanation: SA, DDR funds have been added in FY 2020/2021. DDR and LF funds (LFA with City of Orlando for mast arm painting) have been added in FY 2022/2023 for construction. ACSS construction funds in FY 2022/2023 have increased and include funds for construction of a mast arm traffic signal as well as CEI and Post Design.

FM#435712-1 CENTRAL FL REGIONAL TRANSPORTATION AUTHORITY DBA LYNX

Current TIP Status:

Project is currently in TIP for Fiscal Years 2020/2021 – 2024/2025. The project is a Capital Grant for Buses & Bus Facilities.

Current TIP:

Phase	Original Funding Type	Original Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2021
Grants and Miscellaneous	LF	\$1,000,000	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024

	TOTAL	\$20,000,000	
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Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	FTA Sec. 5339	\$7,300,276	2021
Grants and Miscellaneous	LF	\$1,825,069	2021
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2022
Grants and Miscellaneous	LF	\$1,000,000	2022
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2023
Grants and Miscellaneous	LF	\$1,000,000	2023
Grants and Miscellaneous	FTA Sec. 5339	\$4,000,000	2024
Grants and Miscellaneous	LF	\$1,000,000	2024
	TOTAL	\$24,125,345	

Difference: FTA funds have been increased by \$3,300,276 and LF funds have been increased by \$825,069 in Fiscal Year 2020/2021.

Explanation: The FTA and LF funds rolled forward from FY 2019/20 to FY 2020/21. These funds will be used by LYNX for the purchase of CNG buses.

FM#447807-1 SMART ORLANDO DOWNTOWN ADVANCED TRAFFIC OPERATIONS PERFORMANCE

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Preliminary Engineering	TSM	\$79,608	2021
Design Build	TSM	\$8,808	2021
Preliminary Engineering	TSM	\$75,000	2022
Construction	TSM	\$814,800	2022
Operations Grant	TSM	\$20,000	2022
	TOTAL	\$998,216	

Difference: New project and funds have been added in Fiscal Year 2020/2021.

Explanation: The City of Orlando’s Smart Orlando Downtown Advanced Traffic Operations Performance (SODA TOP) project is a design build and includes upgrades to 21 signalized intersections in the City of Orlando urban core to improve safety and mobility for all road users. It includes deployment of connected vehicle (CV) technologies, including roadside units (RSUs) on-board units (OBUs) and the implementation of automated traffic signal performance measures (ATSPM). It will also include upgrades to the fiber optic network to support CV and ATSPM applications.

Sincerely, 
 Anna Taylor, Government Liaison Administrator
 FDOT District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT District 5
 Jo Santiago, Transit Liaison, FDOT District 5

Resolution No. 20-17

Subject:

**Amendment to the FY 2020/21 - 2024/25
Transportation Improvement Program**

WHEREAS, the Orlando Urbanized Area Metropolitan Planning Organization (MPO), d.b.a. MetroPlan Orlando, is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Orlando Urbanized Area, including the Transportation Improvement Program; and

WHEREAS, the Florida Department of Transportation (FDOT) is requesting to amend the FY 2020/21 - 2024/25 Transportation Improvement Program (TIP) in accordance with the MetroPlan Orlando Internal Operating Procedures; and

WHEREAS, the requested amendments are described as follows:

Orange County

- **FM #4398808 – Orange County Pedestrian Lighting Bundle H - Funding consists of \$10,000 in DIH funds and \$150,000 in DDR funds for design in FY 2020/21 and \$364,000 in DDR funds and \$10,000 in DIH funds for construction in FY 2020/21;**
- **FM #4457671 – SR 500/US 441 at SR 50 – Mast Arm Traffic Signal – Funding consists of \$9,519 in DIH funds, \$360,000 in ACID funds and \$131,000 in DDR funds for design in FY 2020/21, \$30,000 in DDR funds for construction in FY 2020/21, \$1,127,301 in ACSS funds, \$75,297 in DDR funds and \$10,540 in LF funds for construction in FY 2022/23;**
- **FM #4357121 – LYNX Capital Grant for Buses and Bus Facilities – Funding consists of \$3,300,276 in FTA funds and \$825,069 in LF funds rolling forward from FY 2019/20 to FY 2020/21;**
- **FM #4478071 – Smart Orlando Downtown Advanced Traffic Operations Performance – Signalized Intersection Upgrades – Funding consists of \$79,608 in TSM funds for design and \$8,808 in TSM funds for construction in FY 2020/21, and \$75,000 in TSM funds for design, \$814,800 in TSM funds for construction and \$20,000 in in TSM funds for an operations grant in FY 2021/22; and**

WHEREAS, the requested amendments described above are consistent with MetroPlan Orlando's project priorities and currently adopted Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED by the MetroPlan Orlando Board that the Florida Department of Transportation's amendments to the FY 2020/21 - 2024/25 Transportation Improvement Program be approved as requested.

Passed and duly adopted at a regular meeting of the MetroPlan Orlando Board on the 9th 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.

Honorable Bob Dallari, Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary

TAB 3



Board Action Fact Sheet

Meeting Date: December 09, 2020

Agenda Item: IX.B (Tab 3)

Roll Call Vote: Yes

Action Requested:

**Adoption of 2045 Metropolitan Transportation Plan
(Resolution #20-19)**

Reason:

Federal and state regulations require MPOs to develop Metropolitan Transportation Plans (MTPs) through a performance-driven, outcome-based approach. The Plan must cover a 20-year horizon and is required to be updated every five years. Projects and programs must be in the Plan to receive federal and state funding. The MTP/LRTP was last updated December 9, 2015. Staff requests the Board take action to adopt the 2045 MTP and regional Congestion Management Process.

Summary/Key Information:

The 2045 MTP was prepared cooperatively with partner agencies and engaged members of the public throughout the planning process. The Plan was adequately noticed and was made readily available for public review and comment, including electronically accessible formats. The 2045 MTP identifies roadway, transit, TSM&O, bicycle, and pedestrian facility improvements which are described in detail in Technical Series documentation and the Congestion Management Process. The Cost Feasible Plan identifies transportation projects that we expect to be able to fund by the year 2045 within the Orlando and Kissimmee Urbanized Areas.

MetroPlan Budget Impact:

No Impact to UPWP. Total value of the 2045 MTP Cost Feasible Plan is estimated at \$27.8 billion in federal, state, local, and toll funding.

Local Funding Impact:

None.

Committee Review:

CAC: 10/28/20 and 12/02/20
TSMO &TAC: 10/23/20 and 12/04/20
MAC: 11/05/20 and 12/03/20
TDLCB: 08/13/20 and 11/12/20

Staff Recommendation:

Recommends support of the 2045 MTP Cost Feasible Plan.

Supporting Information:

Resolution#20-19: Adoption of 2045 MTP, found at Tab 3.

The 2045 MTP Cost Feasible Plan is accessible at:

https://metroplanorlando.org/wp-content/uploads/2045MTP_CostFeasiblePlan_ForAdoption_20201124.pdf

Official Record of Public Comments is accessible at:

<https://metroplanorlando.org/wp-content/uploads/Public-Comments-on-Draft-2045-Plan-OFFICIAL-RECORD.pdf>

Other 2045 MTP technical documentation is accessible at:

<https://metroplanorlando.org/2045-mtp/whats-in-the-2045-plan/documents-for-review/>



RESOLUTION NO. 20-19

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 9th 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.

Honorable Robert Dallari, Board Chairman

Attest:

Cathy Goldfarb, Sr. Board Services Coordinator
and Recording Secretary



Public Comments on Draft 2045 Metropolitan Transportation Plan

Public Comment Period:
October 16 – November 20, 2020

This document serves as the official record of public comments for the draft 2045 Metropolitan Transportation Plan (MTP). Content includes: 1) a summary of comments; 2) a report on our public meeting; and 3) all public comments received during the comment period.

Comments were accepted in various ways:

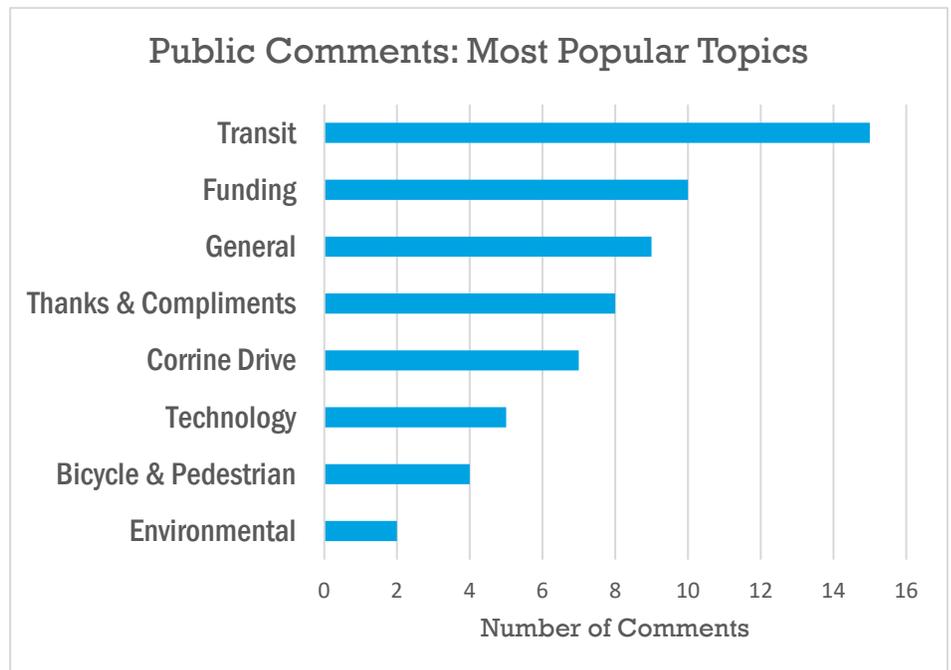
1. Written comment via an online comment form
2. Written comment via email to MTP@metroplanorlando.org
3. Spoken comment at an 11/9 virtual public meeting or written comment via post-event survey
4. Spoken comment via phone message on comment line (407-906-2347)



Summary of Comments

Central Floridians are passionate about transportation. A total of **39 comments** were submitted during the public comment period on the draft 2045 Plan. Commenters received written responses thanking them for participating in the planning process and providing additional information when needed.

The accompanying chart shows popular topics for comments and more details are provided in the bullet points below. Though most comments were from individuals, five agencies and advocacy groups submitted formal comments on behalf of their organizations.



Note: In many cases, comments addressed more than one topic.

- **Transit** – The comments concerning transit centered on the desire for bus and rail service to make the transit system more convenient and effective for Central Floridians. This includes more frequent service (nights and weekends), routes reaching more destinations, first/last mile connections, and more premium transit. Several people noted the importance of transit to improving access for underserved

communities. Some suggested combining several organizations under one entity to better serve transit goals in the region. Advocacy group Central Floridians for Public Transit (comment #38) submitted a letter urging more funding for transit and several suggestions for improvement. Several comments also discussed transit funding (more in funding section below).

- **Funding** – Most comments on funding related directly to unfunded transit needs and the desire to identify more funding for transit, including the need for a dedicated funding source. Some commenters also wanted to see more funding for bicycle and pedestrian projects. Other funding comments offered ideas for new transportation funding models to replace the gas tax.
- **General** – A large portion of the comments submitted fell into this category due to the great range of topics addressed. Some people also wanted to see transportation improved in specific geographic areas, such as east Orange County (Avalon/Stonybrook), Rosemont, Poinciana, and Four Corners.
- **Thanks & Compliments** – Several members of the public took the time to send in compliments on the plan or thanks for MetroPlan Orlando’s planning efforts.
- **Corrine Drive** – Most comments related to the Corrine Drive project express the desire to see more rapid construction based on recommendations from MetroPlan Orlando’s Complete Streets study. Study area residents continue to advocate for the completion of the project.
- **Bicycle & Pedestrian** – Comments on bicycle and pedestrian issues focused on safety or connectivity. Advocacy group Bike/Walk Central Florida (comment #35) praised the plan’s move in a multimodal direction but encouraged more spending on bicycle and pedestrian projects. The Florida Trail Association (comment #27) requested inclusion of the Florida National Scenic Trail line in all planning maps and reflection of the multi-partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve.
- **Technology** – Most comments on technology mentioned specific types of tech the region should prepare for. The City of Orlando noted their future-ready plan (comment #34).
- **Environmental** – The Florida Forest Service (comment #39) confirmed the 2045 Plan does not impact two state forests and sent notes on potential impacts to a third, as well as environmental considerations for the future.

The word cloud at right provides a visualization of the comments received.



Virtual Public Meeting: 2045 Plan – The Reveal on November 9

MetroPlan Orlando held a virtual public meeting on the evening of November 9 called *2045 Plan – The Reveal* to provide an overview of the 2045 Plan and highlight key projects. The interactive program included audience polling questions and an active question and answer session, followed by live public comments. The live event had 100 attendees and the webinar recording has been viewed 207 times on YouTube as of 11/23/2020. In a post-event survey, 96.7% of respondents rated the webinar as excellent or good.

All were directed to the 2045 Plan virtual tour on MetroPlan Orlando’s website for more information. Public comments made during the meeting and through the post-event survey are included in the record of official comments in this document.

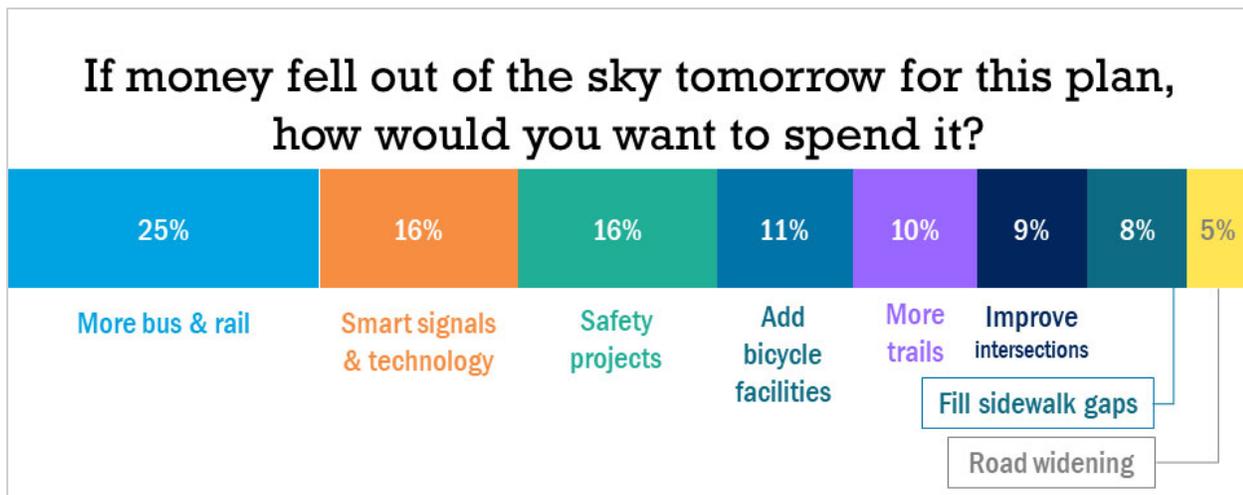
Audience Questions. Participants were curious about a wide variety of topics. Questions received included these topics:

- Potential for more investment on trails
- Safety – potential for reducing speeds on major roads
- Status of past bus rapid transit studies
- Coordination with local governments on land use
- Importance of filling sidewalk gaps and first/last mile connections
- Coordination with organizations outside our three-county area
- Transportation funding options such as sales tax and using a portion of tourist tax
- Process for how projects are brought forward to be put on priority lists

300+ persons either attended live virtual event or viewed the recording on YouTube (as of 11/23)

Public Notification. The webinar was well advertised beginning with the opening of the 2045 Plan public comment period on October 16 and continuing through November 9. Event information was distributed via MetroPlan Orlando’s social media channels (Facebook, Twitter, LinkedIn), targeted emails to our community databases, and social media advertising. Many of our partners also shared the information with their digital networks.

Polling Results. Of the 100 attendees at the live event, 61 participated in audience polling. When asked how they would like money to be spent if additional funds became available, the most popular answers were: more bus and rail transit, smart signals & technology, and safety projects.



Record of Public Comments

Written comments are included below as received. Spoken comments are summarized.

Comment#:	Name:	Date Received:	Comment Method:
1	Renee Rich	10/16/2020	Email

We need some form of transportation for the Avalon Park, StoneyBooks, and Eastwood off of south alafaya trail.

Comment#:	Name:	Date Received:	Comment Method:
2	Paula Stolicny	10/16/2020	Online Form

PAVE CORRINE DRIVE NOW. DO NOT WAIT FOR SOME EXPENSIVE PLAN. THE ROAD NEEDS TO BE PAVED NOW. IT S EMBARRASSING TO HAVE A ROAD IN SUCH SAD DISREPAIR IN THE MIDST OF NICE NEIGHBORHOODS. AND DANGEROUS TOO.

Comment#:	Name:	Date Received:	Comment Method:
3	John Super	10/16/2020	Online Form

I appreciate the area is looking forward. In reviewing your plan the areas I would recommend strengthening are road expansion, rail expansion and traffic control.

The reality is roads can only get so wide and yet traffic continues to increase exponentially with new development. What other forms of transportation are available? Citizens want to use the rail system, it just doesn't go anywhere they want to go. The SunRail should be going into major shopping areas, major business centers and major education settings (e.g., UCF, Valencia, Rollins, Stetson). If there is a convenient form of public transportation that is affordable and reliable, it will be used. All progressive thinking major cities in US provide evidence of doing this successfully. Additionally, with the increasing rail connectivity, it will bring more people into our city to shop and eat.

Considering traffic control, strengthening a police presence in the city focused on traffic control will create safer communities. I would challenge you to quantify the citations written on Mills over the past 30 days for speeding, running red lights, illegal lane changes and running stop signs. My suspicion is you would be embarrassed how low that number is for the number of cars who use Mills. Using police to traffic sends a message to the community there is someone watching and enforcing the laws. Currently, this doesn't exist and creates opportunities for crime with the perceived lack of accountability.

In summary, use the funding to build a rail system that REALLY goes to the locations your citizens want to go. And, use traffic control the will create a greater sense of enforcement to help in reducing crime.

Comment#:	Name:	Date Received:	Comment Method:
4	Leslie Brown	10/22/2020	Online Form

If Corrine Drive isn't a multi-use, low speed, pedestrian friendly and tree lined road by 2045, I will cry so hard. Thanks for you hard work!

Comment#: 5	Name: Jennifer Marvel	Date Received: 10/22/2020	Comment Method: Online Form
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While I haven't gone through the 2045 Plan documents yet, I'm aware that the recommended Corrine Drive project is on the Project Priority List, 5 years out, and unfunded. My concern is that this crumbling, unbikeable, unwalkable, non-ADA complaint stroad will continue to be unfunded and pushed off further and further due to a combination of budgetary shortfalls (which is understandable given Covid) and a lack of institutional support. We want this redesign funded (somehow) and work to begin as quickly as possible and not abandoned. Thank you.

Comment#: 6	Name: Brenda Scofield	Date Received: 10/23/2020	Comment Method: Online Form
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Corrine needs to be more pedestrian friendly with more safety precautions to keep speeding levels down, and needs to add crosswalks and sidewalks. It's a residential area first and should be safe for all.

Comment#: 7	Name: Imane Azzam-Rehali	Date Received: 10/25/2020	Comment Method: Online Form
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I believe that one of the main focuses to the success of Central Florida's transit system will be ensuring accessibility at the first/last mile points. It should not take residents who depend on buses and sunrail a ridiculous amount of time to make it from their homes to their primary form of transportation. I know that this has been discussed in the past as Atlee Mercer, chairman of the Osceola County Expressway Authority, says the discussion of first/last mile solutions has been a conversation for over 15 years since he was chairman of the board of directors at Lynx. I am a student and have been researching and writing about the area's sustainable transportation solutions for my class so I have come across quite a bit of data.

Comment#: 8	Name: Kathy Clarke	Date Received: 11/7/2020	Comment Method: Online Form
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Will clarification be made on what entities are involved in making decisions on how and when these projects will be prioritized?

Comment#: 9	Name: John Puhek	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Mr. Puhek commented that he was happy to see the shift in emphasis to moving people, as opposed to moving cars. He noted that with constrained funding it would be difficult to do more than make adjustment

to LYNX and SunRail service. Mr. Puhek added he would like to see a plan in place for addressing unfunded bicycle and trail facilities and what would be done with the one cent sales tax increase that had been proposed.

Comment#: 10	Name: Wedna Daltirus	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Wedna Daltirus representing the Future Leaders United Foundation commented that they were encouraged and happy to see what the future holds. She thanked MetroPlan Orlando for hosting the program.

Comment#: 11	Name: Sherri Brun	Date Received: 11/9/2020	Comment Method: Spoken Comment at Virtual Public Meeting
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Ms. Sherri Brun thanked MetroPlan Orlando staff for their assistance with the Blind Americans Equality Day program. She commented that she would like to see mandates for unfunded projects in order for the local area to catch up with areas that have been able to modernize their transportation systems. In addition, she noted that she is happy with the LYNX PawPass but would like to see a card that could be scanned to pay for multiple transportation sources.

Comment#: 12	Name: Brooke Rodgers	Date Received: 11/9/2020	Comment Method: Online Form
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Hi, I am a citizen of Orlando, Florida and I wanted to advocate for increased public transportation in our local community as part of your 25 plan. In district five alone, citizens travel 125.9 million miles by vehicle daily while there is only one passenger train in the entire 9,000 sq mi district. With current concerns about climate change, income inequality, and accessibility I think it is of utmost importance that we turn our focus and resources towards revamping our public transportation system. I am disappointed in the large efforts to expand our highways, which only furthers the requirement for Orlando citizens to own a vehicle to be active in our city. We need a strong shift towards public transportation. It will not be easy and many people will disagree, but if we're ever going to have a sustainable world we need to make some very hard decisions for the good of the future and make them today. Thank you for your consideration.

Comment#: 13	Name: Richard Gellar	Date Received: 11/9/2020	Comment Method: Online Form
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I would like to see Corrine Drive complete street safety improvements given a higher priority than possible completion by 2030. The road is in terrible condition. An elementary school, with children walking, is half a block away. MetroPlan's own study showed an unacceptable number of motorist crashes, injuries, and fatalities. I would ask for the programming of the construction of all improvements within five years. Thanks for your consideration.

Comment#: 14	Name: Lawrence Kolin	Date Received: 11/9/2020	Comment Method: Online Form
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Road diets are not the answer. Corrine and Robinson two-lane projects will choke downtown east-west flow. Also need dedicated funding source for transit as have for decades!

Comment#: 15	Name: Marsha Shapiro	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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What progress has been made on the Virgin Atlantic train system? Thank you.

Comment#: 16	Name: Rafael Del Rio Ortiz	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Seems a well thought plan and to have in consideration the different public and areas involved.

Comment#: 17	Name: Paul Conway	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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Interesting, informative, but short on how we strategically move away from cars

Comment#: 18	Name: Aaliyah Gilroy	Date Received: 11/9/2020	Comment Method: Post-Event Survey for Public Meeting
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It sounds like a good plan to improve our transportation system

Comment#: 19	Name: Glenn Cook	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Our research shows that other metropolitan areas are moving to micro transit due to CoVid...has there been any thought given to such a system in Orlando?

Comment#: 20	Name: Susan Baxter	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Thorough plan, would have liked more discussion on how to meet unmet funding needs

Comment#: 21	Name: Byron Knibbs	Date Received: 11/10/2020	Comment Method: Post-Event Survey for Public Meeting
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Very good plan

Comment#: 22	Name: Jose Matos	Date Received: 11/10/2020	Comment Method: Online Form
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Question:

1. How 5G Technology impacts the 2045 plan regarding self-driving cars or autonomous driving buses and the overall transportation infrastructure.
2. European countries are starting to ban car making and the sale of new gas and diesel cars and shifting from vehicles that burn fossil fuels to electric cars to meet the carbon-cutting targets they set for the 2030 Paris Climate Agreement. If the United States starts following the same step as Europe, are there any studies on how to replace the gas tax? Is mileage-based taxes being considered to replace the gas tax in the future?

Comment#: 23	Name: Keith Laytham	Date Received: 11/13/2020	Comment Method: Email
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I was not able to attend the Nov 9 meeting due to a prior commitment. I did today sit through the YouTube presentation of the meeting.

If I may, I would like to make some public comments?

First I commend the Metroplan organization for a fine job. Due to the Coovid-19 virus and a number of other issues times certainly are changing. I was glad to see the plans for Metroplan changing to keep up with the changing times. I especially commend the plan focus on the need for upgraded to regional transportation systems as compared to the historical view of simply more roads.

I have worked with Central Florida transportation systems for many years both in Polk County, Osceola county and the rest of the Metroplan area. Since day number 1 the major problem has always been identified as the need for a dedicated source for operational funding to support the Lynx, and Polk county bus systems as well as the SunRail system. I have scars all over my back from trying to support additional taxes to support the needs for this additional funding. Each time the need for these taxes has been put on the ballot to the voters the tax issue has been voted down. Under the current circumstances I do not seeing that happening in the foreseeable future. That does not preclude the need for the dedicated funding source for transit systems. That is something we gotta have to meet the future needs of transportation. That leaves the only way to accomplish this by carving the dedicated transit funding money out of the existing local tax structure that we have. I do not know the exact answer how to do this? Perhaps it requires taking some money out of the existing tourist tax revenues? Perhaps it requires the counties changing the existing budget allocations away for other projects? All I know is that this is necessary. Whether it take new or changes in legislation at the state level or simply changes in budgeting at the county level it needs to be done. Waiting for the taxpayers to fund new taxes to address this problem simply is not going to work. We need to find another way.

Two additional comments.

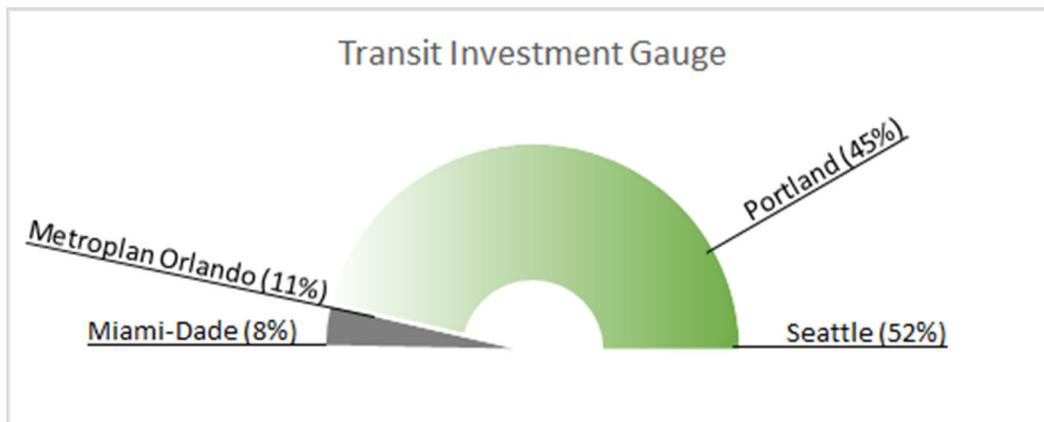
The future of Sunrail and the ridership numbers for Sunrail are an important part of the 2045 Metroplan. SunRail ridership numbers were starting to look pretty good with the Southern Expansion to Poinciana prior to the Pandemic. Since the Pandemic hit they have fallen into the tank however they are starting to pick up. I suggest that Metroplan ought to offer help to the existing SunRail plan to try to accelerate the return of SunRail ridership numbers. The first area that I suggest needs to be looked at is the current schedule for the last late night southbound train leaving Orlando Church Street Station. Today the last Southbound train leaves downtown Orlando at 9PM. There are a lot of things that take place in downtown Orlando that end after 9PM. Evening classes for FAMU law school, UCF downtown, Valencia downtown, Orlando Magic Games and Dr. Phillips performing arts center are a few examples. The last Northbound Sunrail Train leaves downtown Orlando at 10:30PM. There are as many SunRail riders who live south of Orlando as who live north. If we want to increase ridership numbers for SunRail why not provide the same level of nighttime service to those SunRail customers living South of Orlando as is currently provided to those living North?

In addition I suggest that Metroplan should expand participation to include at least the northeastern part of Polk County. Poinciana, Davenport and the Four Corners area are two of the fastest growing parts of the state. Frankly as you drive through the area you cannot tell where Osceola County ends and Polk County begins. I suggest that Metroplan Orlando expand their coverage area to include if not all of Polk County at least the Northeast section of Polk County.

Thank you very much for providing me the opportunity to provide this input.

Comment#:	Name:	Date Received:	Comment Method:
24	Cris Schooley	11/16/2020	Email

I think if you asked people if they want a road network like Miami, they would say no. Yet we continue to fund road projects that do not eliminate congestion and only make Orlando look more and more like Miami. We need quality transit to compete for the millennials and retirees who are looking to reduce reliance on cars. Based on my cursory review of some transportation plans, Seattle spends about half their transportation dollars on transit. Let's dial up the transit investment to be more like Seattle.



Comment#: 25	Name: Sondra Shepard	Date Received: 11/19/2020	Comment Method: Email
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I want to make a comment on the phone line and it is not in service

Staff note: The technical issue was fixed within an hour of receiving Ms. Shepard's email, and we asked her to try calling again.

Comment#: 26	Name: Noah Adelman	Date Received: 11/19/2020	Comment Method: Email
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We need to make significant progress in our area when it comes to public transportation. From making the user experience intuitive and easy for both experienced and first time patron; to the network of vehicles and destinations for local and visiting commuters.

Comment#: 27	Name: Kelly Van Patten <i>Florida Trail Association</i>	Date Received: 11/19/2020	Comment Method: Online Form
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The Florida Trail Association would like to request the addition of the Florida National Scenic Trail line to all maps for consideration in planning. We would also like to request the plan reflect the multi partner effort to add a land bridge across SR 528 from Deseret Ranch into Hal Scott Preserve to accommodate hikers and wildlife. Please feel free to reach out and I am happy to provide a GPS line of the Florida National Scenic Trail and our reroute in progress in Central Florida.

Comment#: 28	Name: Frederick Ritz	Date Received: 11/19/2020	Comment Method: Email
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Starting today, I would like to see conformance, in the field, to the "Manual of Uniform Traffic Control Devices". It's been about 60 years since the Federal Highway Administration published the Manual. Unfortunately, Florida motorists are still being exposed to hazardous travel due to non- conforming and/or non-existent highway construction and utility work signing.

Comment#: 29	Name: Ricky Ly	Date Received: 11/19/2020	Comment Method: Online Form
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Thank you for this 2045 Plan. Investment in our infrastructure is important for our community's future - thank you!

Comment#: 30	Name: John Puhek	Date Received: 11/19/2020	Comment Method: Email
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Dear Mr. Huttman,

I support the increased emphasis of changing the priority in Central Florida from moving cars to moving people and improving safety for pedestrians and bicyclists. One tool to improve safety should be to reduce speeds on county roads as forty-five miles an hour is not compatible with pedestrian or bicycle safety.

Another strategy would be to replace more lighted intersections with roundabouts. That has worked in Windermere to reduce accidents and slow down drivers. While Maguire Road is only a two-lane road with popular roundabouts, roundabouts have also been successful on many four lanes roads across the country and should be considered in Central Florida.

I am concerned that the long-term transit is too focused on optimizing LYNX and Sun Rail route structure, hours, and frequency to support access to jobs and services. It should also be focused on reducing overall trip times and adding more rail transit lines.

I am also concerned that most of the bicycle, pedestrian and mass transit improvements listed and needed by 2045 are not funded. There should be a 2045 plan that shows what Orange County would do with a one cent sales tax to improve mass transit, bicycle and pedestrian needs in Central Florida.

For any questions, please contact me at (407) 766-8988.

Comment#: 31	Name: Jason Battle	Date Received: 11/19/2020	Comment Method: Online Form
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Is there anyway to combine the operation and budgets for Lynx, Sunrail and CFX into one entity in order to create a seamless transportation network? Use the right of way of CFX (& maybe FDOT) for the Sunrail. This could also fund the operations to the airport and extended hours.

Comment#: 32	Name: Former Congressman John L. Mica	Date Received: 11/19/2020	Comment Method: Email
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Enjoyed listening to your presentation regarding the 2045 Transportation Plan. Naturally all the projects cited rely on funding. Central Florida, the State of Florida and the federal government must adopt equitable and stable sources of funding. The federal and state gas taxes must be stabilized or replaced with an advanced fair system of based on VMT. Meanwhile state and local revenues committed to Transportation must be revised and updated to support infrastructure and operation of mass transit.

Project priorities must target use advanced technology to maximize use and movement of vehicles over existing surface transportation corridors. If convenient and connected people will use mass transit. Incentives to utilize mass transit must be adopted and innovative last mile solutions and instant information systems supporting rail and bus service must be incorporated to attract ridership on public transportation systems. Intermodal connectivity of private sector service and public service should be another priority. Just a few

suggestions to add to your commentary on the 2045 Plan - Most Respectively submitted by Congressman John Mica District 7 -1993 -2017

Comment#: 33	Name: Mira Tanna	Date Received: 11/19/2020	Comment Method: Email
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Hi!

I am providing a public comment on MetroPlan's 2045 transportation plan. I am a resident of the City of Orlando and live in the Rosemont neighborhood.

I would like to see a greater emphasis in the plan on environmental sustainability and the need for public transit, as I believe that public transit is the best way to prepare for the next century, to bring racial / socioeconomic equity, and to combat climate change.

Specifically, I would like to see a new feasibility study completed on the Orange Blossom Express train from downtown Orlando to Eustis along the existing CX rail line. This could provide an expansion of SunRail to the northwest and could connect to existing downtown SunRail stations. With the expansion to DeLand in question now, I see this as an opportunity to serve a much more diverse range of commuters economically and racially than the planned expansion to DeLand and to capture the rising numbers of residents settling along the 441 corridor in the Packing District, RoseArts District and new developments in Apopka. A northwest extension of SunRail would allow for the creation of new Transit Oriented Development all up and down 441, an area that is ripe for further development and which can provide much needed affordable housing opportunities for the region without bulldozing natural lands.

I am also very disappointed to see that racial and socioeconomic equity was not among the goal areas prioritized in the plan, and there is virtually no discussion of equity in the plan that I have seen. Transportation choices in our community have had enormous consequences on racial segregation and on health, particularly relating to Griffin Park, Parramore and Holden. By not examining the impact of transportation choices upon racial equity, our region is unable to ensure that current transportation choices don't repeat these same mistakes, not to mention the prospect of repairing past harms.

Thank you.

Comment#: 34	Name: Michael Hess <i>City of Orlando</i>	Date Received: 11/20/2020	Comment Method: Online Form
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It looks like the plan covers "automated, connected, electric, and shared vehicle demonstrations". It seems like some of these could become the norm by 2045, so just incorporating demonstrations into this plan may not be enough. The City of Orlando future-ready plan includes integrated transportation apps, smart parking, alternative transit rewards and electric vertical take-off and landing (EVTOL). This plan may also want to consider some of these items.

Comment#: 35	Name: Emily Hanna <i>Bike/Walk Central Florida</i>	Date Received: 11/20/2020	Comment Method: Email
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Board of Directors November 20, 2020

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100 E Pine Street, Suite 110
Orlando, FL 32801
info@bikewalkcf.org



Gary Huttman, AICP
Executive Director
MetroPlan Orlando
250 S. Orange Ave., #200
Orlando, FL 32801

Dear Mr. Huttman:

On behalf of the Bike/Walk Central Florida Board of Directors, I formally submit this letter in support of the new direction set forth in MetroPlan's 2045 Metropolitan Transportation Plan.

This Plan takes important, initial steps towards building a more equitable transportation system across Central Florida. We support the Plan's approach of identifying key values and then objectively evaluating and elevating projects that match those values. This predictably results in a de-emphasis of roadway capacity projects, which, in the long-run, tend to increase motorist congestion and diminish safety for people on foot and riding bicycles. We support the Plan's increased emphasis on multimodal implementation, bike and pedestrian infrastructure, context sensitive complete streets projects, system management and operational solutions, and transit improvements. It is wonderful to see a more equitable diversity of projects geared to the health and safety of all users of our transportation networks.

Bike/Walk would also like to applaud MetroPlan's use of the Federal Government's Surface Transportation Program funds, appropriating 17% of these funds to regional bicycle and pedestrian infrastructure. However, taking a larger view, the 2045 Plan proposes to spend only \$108 million, about 1% of total project spending between 2026 and 2045 on bicycle and pedestrian projects. This sum is commensurate with what the Plan proposes to spend on only a handful of road widening projects and is a far cry from the \$4.4 billion that I-4 alone receives. We would like to see our counties and municipalities direct a more meaningful proportion of their budgets and federal grants to address Central Florida's continued listing as the most dangerous place to walk or ride a bicycle in the nation. Bicycle and pedestrian projects are relatively inexpensive and even a small fraction of our region's total transportation investment could accelerate all bicycle and

Bike/Walk Central Florida, Inc.
FEI: 46-1958502



pedestrian projects on our existing priorities lists and help to catch-up after decades of disinvestment.

Bike/Walk would encourage MetroPlan to strategize with stakeholders to accelerate the planning, design and construction of potentially life-saving bicycle and pedestrian projects. For instance, MetroPlan devoted considerable resources to obtaining community feedback and developing a conceptual plan to transform Corrine Drive into a Complete Street, with a partial road diet, cycle tracks, continuous sidewalks, and a raised intersection at Winter Park Road. MetroPlan documented 289 crashes and three fatalities in 2011-2016. MetroPlan's considerable conceptual planning efforts combined with the corridor's documented dangers should serve as justification for programming of the design, engineering, and construction efforts all within the next 5-year TIP.

We appreciate your continued leadership at MetroPlan and, again, wish to acknowledge the positive steps taken in the 2045 Plan.

Sincerely,

A handwritten signature in black ink that reads "Emily Hanna".

Emily Hanna, AICP, CPM
Executive Director

Bike/Walk Central Florida, Inc.
FEI: 46-1958502

Comment#: 36	Name: Hartley Grimes	Date Received: 11/20/2020	Comment Method: Online Form
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I would like to thank y'all for the time and effort to put this together to identify Central Florida needs for the next 25 years.

Generally I would like to express (as a 10+ year resident and taxpayer) that I would like to see all complete streets, road diets, sidewalks, safety improvements, crossings, and raised intersections prioritized over any new or expanded roadway construction. Central Florida has a long history of putting cars before people and it shows in its infrastructure. While central florida is growing, our roads and highways are growing to be unsustainably expensive. Come 50 years from now when we have realized (either through \$5 gallon + gas or environmental devastation) we are going to look back on this era of car-first as having been one of humanities collective mistakes. Much like we look on cigarette smoking now with scorn it wasn't long ago that it was accepted and accommodated for. I would hate to see a bunch of our taxpayer money wasted on new roads plus the extra maintenance they cost. Certainly any new road needs to be tolled to fund its existence and maintenance. I 100% support a 100% tolled highway infrastructure and even tolling technologies that can toll regular urban arterial roads in the future.

Please note how expensive roads are compared to the sidewalks/complete streets/crossings/safety improvements. Often it seems ONE new road or highway could fund 5 to 10 of the other projects, which impact a larger number of people's lives and thus should be prioritized over any new/widened roads for cars only.

Time and time again we have seen over the last 100 years urban planners and most traffic engineers know that widening and making new roads DOES NOT decrease traffic it merely invites more. What decreases traffic would be people using other forms of transport besides there car. We only need look to the Netherlands which 66% of people still use cars, but they have rather decent road traffic with not very large roads on account of the other 33% who walk/bike/public transit.

I think the Corrine Drive complete street is something that needs to be prioritized more that street is considerably unsafe. The sidewalks dont even have ramps in some spots (cant even ride a wheelchair through there) and with the K-8 school there are a ton of kids trying to cross a 5 lane 40mph road. It is completely out of character with the neighborhood and more and more people here are choosing to bike and walk in spite of this road not being very friendly to them.

Thank you for your time,
- Hartley Grimes

Comment#: 37	Name: Ben Stacey	Date Received: 11/20/2020	Comment Method: Online Form
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Electric vehicles are anticipated to compose 30% of registered all on-road vehicles by 2030. Companies like Amazon are transitioning delivery fleets to electric with 100,000 electric vans by 2030. How will MetroPlan provide for the electric charging capacity necessary for public charging points? Has there been an assessment on EVSE demand and where the prioritization of DC fast charging hubs should be located to support regional travel for residents, tourists and commercial uses?

Comment#: 38	Name: David Thomas Moran <i>Central Floridians for Public Transit</i>	Date Received: 11/20/2020	Comment Method: Email
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To: MetroPlan Orlando Board
 From: Central Floridians for Public Transit (CFL4Transit)
 Re: MetroPlan Orlando’s 2045 Metropolitan Transportation Plan
 Date: 20 November 2020

Dear MetroPlan Orlando Board,

First, we want to thank the MetroPlan Orlando staff for the thoroughness in putting together this comprehensive draft of the 2045 Metropolitan Transportation Plan for the Central Florida region. With a series of 10 technical documents as well as multiple accompanying addendums and spreadsheets, it is quite a daunting amount of information to assemble as well as for concerned community members to navigate and provide intentional feedback.

It is clear to us that the MPO staff continues to improve upon making the long-range transportation planning process as well as project prioritization and funding feasibility more transparent, collaborative and flexible, particularly in centering public transit, multimodal and Complete Streets projects.

In terms of public engagement to date, it is encouraging to see that two of the top desired changes from the public to Central Florida’s transportation system are public transit-related: 1) more frequent public transit that goes to more places and 2) better connections between public transit and final destinations. It’s also inspiring to see that the runner-ups were multimodal and public transit-oriented as well: 1) making roads more friendly for pedestrians & bicyclists, 2) expanding the trail system, 3) mobile information about the best way to reach your destination and 4) bus-only lanes for rapid service.

That being said, we are concerned that this plan’s project prioritization and funding strategies, which we understand are limited primarily to fuel tax and toll road revenues often with designated allocations, do not align with what Central Floridians need and want for the region in terms of public transit and multimodal transportation options over the next 25 years.

Accounting for the toll road funding as well, there is a budget of approximately \$25.7 billion projected for the next 25 years. Though we understand that toll road funds are not at the discretion of MetroPlan Orlando to re-allocate, toll road infrastructure does not exist in a political, funding or prioritization vacuum from current disinvestment in public transit in this region. Therefore, we prefer to view this budget and allocation percentages within the context of \$25.7 Billion not the \$12.85 Billion within MetroPlan Orlando’s immediate coordination.

Reviewing the pie chart from the presentation (focused on \$12.85 Billion within MetroPlan’s control), we re-interpret the numbers to say that 89% of this total budget of \$25.7 Billion is going to road projects or road-oriented projects, some of which may also benefit public transit

services that use these roads though with minimal to no transit prioritization for buses in mixed traffic.

We understand 9.5% of this financial forecast is earmarked for sustaining bus and rail service as is for the next two decades, not enhancing service coverage, frequency, hours of operation or connectivity. Furthermore, 1% of the budget is going to Complete Streets projects and .5% to infrastructure for people rolling, walking, and biking. While we heard mentioned that other line items such as "Local" and "State Roads" have the potential for funding multimodal projects, it is not immediately clear that such projects will indeed be multimodal and directly benefit transit riders. Furthermore, considering that Central Florida continues to hold the distinction of being one of the most dangerous metros in the country for people rolling, walking and biking, it doesn't appear that the MetroPlan Orlando Board is financially committed to transformative transit projects, protected bike/ped infrastructure or Complete Streets since only 11% of the total budget for the next two decades are directed to these three project types.

An additional concern is that \$7.07 billion in public transit projects remain unfunded, which we presume includes stalled Bus Rapid Transit (BRT) proposals for connecting the Orlando International Airport to International Drive as well as BRT projects for State Road 50, State Road 436 and US Route 192. We understand there is concern about providing capital funding for transit projects without operating funding, but if this logic is to be used for transit it should apply equally to roads. Are we requiring that all newly constructed roadways come with a plan for regular operations, maintenance, and a reasonable resurfacing schedule before new roadways are built? Without accounting for ongoing life-cycle costs of roadways, we are failing to address the "operating" costs of these facilities.

Unfortunately, this plan draft is not a transit-centered plan even though the Board's goals and indicators, as well as public feedback, identify a want and need for transformative public transit service in Central Florida. Transit projects, both capital and operations, are getting a fraction of funding compared to roads. Additionally, the plan falls short of centering transit dependent and underserved communities particularly as we navigate a massive economic downturn, the COVID-19 global pandemic and racial justice reckonings this year. Before COVID-19, working families, especially 2nd and 3rd shift workers, women, Black and Brown folks, LGBTQ+ folks, immigrants, veterans, people with disabilities, youth, and seniors were being drastically underserved and disproportionately immobilized by transit disinvestment and pervasive subsidies of automobiles. The on-going subsidization of private automobile ownership and dependency on automobile-oriented revenue streams continues to place a substantial financial burden on Central Floridians in order to participate in the community and access even basic needs. With our current transportation system's design, we are essentially forcing vulnerable community members to spend most of their income on transportation, specifically owning or renting an automobile, if they are able to drive, or increasingly now paying high premiums for ride hailing services in order to avoid spending long hours waiting for the bus, the train or paratransit everyday. The Orlando Sentinel's 2019 Laborland investigative series further underscores this particularly in the article titled "It takes her 3 hours to travel 15 miles by bus. Orlando's public transit is failing workers" published on December 12, 2019.

The lack of attention, planning and funding for paratransit improvements re: AccessLYNX is also seriously alarming. It has long been recognized by users and providers in this community that the ridership is underserved. Technology applications for optimizing service are grossly outdated and advancements have not been implemented or are under-utilized. Integration of commercial options should be considered, and changes to outdated rules, regulations and laws need to be revisited for application to current ridership and opportunities.

Additionally, we see an urgency for the region to strategically partner with Amtrak services along with Brightline to maximize intercity rail travel; optimize and open up the freight rail market to move away from privately owned rail networks; adopt and deploy open mobility data standards and mobility hub methodologies that are inclusive of transit dependent commuters; and be extremely intentional through a lens of equity, fairness and justice in the adoption of ACES and shared mobility technologies. We must ensure that emerging mobility technologies center public transit rider experiences in the software and data infrastructures and are universally accessible while also protecting the rights and well-being of transit workers and gig workers. Without great care and collaboration, the emerging technological trends of datafication, electrification and automation will only reinforce transportation inequalities and injustices in the region further leaving behind Central Floridians who are transit dependent while also exploiting transit and gig workers central to operating mobility services.

A 25-year projection should show some specific creativity and energy to re-imagine public transportation to best meet the diverse needs of the community putting people before cars. How are we further optimizing bus route connections and transfers for existing high bus ridership corridors such as the Link 8, Link 37, Link 42, Link 436S and Link 107 so that these bus riders can get wherever they need to go across the region quickly, efficiently, and safely? How are we incentivizing land use planning and practices that are transit-oriented but also ensure wide availability of affordable housing? Where are the Bus Rapid Transit projects? Why are we not prioritizing express bus services on I-4 and toll roads? Where is weekend and late-night service for SunRail? Where is the expanded regional rail system of which SunRail was supposed to be the backbone? Where are the dedicated bus lanes and protected bike lane/cycle track projects? Why aren't we talking about congestion pricing and Vehicle Miles Traveled taxation as necessary and equitable revenue mechanisms? Instead it seems we continue to plan and reimplement the current status quo so that it appears that this is really a 5-year plan with more and bigger roads.

In summary, it is simply not acceptable for LYNX, AccessLYNX and SunRail to be projected over the next two decades to operate at their current, inefficient and unreliable levels of service, which are already grossly underserving Central Floridians. Regardless of funding limitations, this current disinvestment and de-prioritization of public transit service makes it difficult for our coalition to support this plan as is.

Moving forward, first and foremost, we would like to ask the Board to have the political courage to now, not later, correct these failures that have persisted for decades in terms of underfunding and disinvestment in public transit. This budget inherently does not align with MetroPlan Orlando's goals or what the public says they need and want. What road widening and expansion projects can be delayed or canceled? What funding allocated to toll roads or other road projects can be re-allocated to transit? What funding can better prioritize rapid public transit services as the backbone of the future of sustainable and just mobility - in addition to exploring the potential of ride hailing services and autonomous vehicles? This may require some substantial re-organization of how we currently manage programs, operations and revenue in the region including stronger coordination and resource sharing between LYNX, SunRail, CFX, the Florida Turnpike Enterprise, GOAA, etc. We have specific recommendations we will happily provide should the Board be willing to entertain re-thinking what public transportation should look like for Central Florida in 2045.

Sincerely,
Central Floridians for Public Transit (CFL4Transit)

Comment#: 39	Name: Mark Kiser <i>Florida Forest Service, Florida Department of Agriculture and Consumer Services</i>	Date Received: 11/20/2020	Comment Method: Email
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MetroPlan Orlando - 2045 Metropolitan Transportation Plan

Comments from the Florida Forest Service

The 2045 Metropolitan Transportation Plan does not show significant impacts to two of the area's state forests:

Charles H. Bronson State Forest
Holopaw State Forest

This is based upon the distance of those forests from the proposed transportation improvements. The 2045 plan could have some impacts to portions of Little Big Econ State Forest (LBESF), however, given the close proximity of the forest to proposed improvements.

Potential impacts include:

Increased potential for colonization of non-native plant species due to soil disturbance. *Clean construction equipment of vegetation, where feasible and monitor disturbed areas to ensure early detection of any invasive species.*

Reduction in water quality, or hydrological/wetland impairment; multiple Priority Wetlands are located on and in close proximity to LBESF. *Use silt fences during construction, and employ other best management practices to safeguard hydrology and water quality.*

Loss or disturbance to sensitive species; rare, threatened or endangered species documented on LBESF include the following:

<i>Hydroptila bernerii</i>	Berner's microcaddisfly
<i>Acrostichum aureum</i>	Golden leather fern
<i>Garberia heterophylla</i>	Garberia
<i>Lechea cernua</i>	Nodding pinweed
<i>Lilium catesbaei</i>	Catesby's lily
<i>Ophioglossum palmatum</i>	Hand fern
<i>Pecluma plumula</i>	Plume polypody
<i>Pteroglossapsis ecristata</i>	Giant orchid
<i>Pycnanthemum floridanum</i>	Florida mountain-mint
<i>Sarracenia minor</i>	Hooded pitcher plant
<i>Sacoila lanceolata var lanceolata</i>	Leafless beak orchid
<i>Zephyranthes atamasco</i>	Rain lily

<i>Epidendrum conopseum</i>	Green-fly orchid
<i>Encyclia tampensis</i>	Butterfly orchid
<i>Osmunda cinnamomea</i>	Cinnamon fern
<i>Osmunda regalis</i>	Royal fern
<i>Rhaphidophyllum hystrix</i>	Needle palm
<i>Serenoa repens</i>	Saw palmetto
<i>Lithobates capito</i>	Gopher frog
<i>Alligator mississippiensis</i>	American alligator
<i>Crotalus adamanteus</i>	Eastern diamondback rattlesnake
<i>Drymarchon couperi</i>	Eastern indigo snake
<i>Gopherus polyphemus</i>	Gopher Tortoise
<i>Antigone canadensis pratensis</i>	Florida sandhill crane
<i>Aramus guarauna</i>	Limpkin
<i>Caracara cheriway</i>	Crested caracara
<i>Egretta caerulea</i>	Little blue heron
<i>Egretta thula</i>	Snowy egret
<i>Eudocimus albus</i>	White Ibis
<i>Falco sparverius paulus</i>	Southeastern American kestrel
<i>Haliaeetus leucocephalus</i>	Bald eagle
<i>Mycteria americana</i>	Wood stork
<i>Nyctanassa violacea</i>	Yellow-crowned night-heron
<i>Nycticorax nycticorax</i>	Black-crowned night-heron
<i>Peucaea aestivalis</i>	Bachman's sparrow
<i>Platalea ajaja</i>	Roseate spoonbill
<i>Plegadis falcinellus</i>	Glossy ibis
<i>Sciurus niger</i>	Southeastern fox squirrel
<i>Ursus americanus floridanus</i>	Florida black bear

Wildlife and plant surveys should be conducted by knowledgeable personnel prior to construction activities.

Other conservation lands in the region may incur additional impacts due to the proposed transportation enhancements, including:

Habitat loss, or loss of connectivity to other conservation lands associated with road widening. *Take steps to minimize where possible by adjusting routes; acquire mitigation land if necessary.*

Increased traffic-related mortality (particularly reptiles, amphibians, mammals, and lepidoptera) and long-term disturbance to wildlife associated with traffic noise. *Investigate need or feasibility of wildlife crossings or noise reduction barriers.*

TAB 4



FDOT District Five - Orlando and Oviedo Operations
420 West Landstreet Road, Orlando, 32824
2400 Camp Road, Oviedo, 32765
Orlando: 321-319-8100 Oviedo: 407-278-2800

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of October 18, 2020

ORANGE					
SR 423 (John Young Parkway) from SR 50 to Shader Road					
FIN #	239496-3-52-01				
CONTRACT #	T5538				
Conventional Pay Item					
PROJECT DESCRIPTION: Widen SR 423 (John Young Parkway) from four to six lanes from SR 50 to Shader Road.					
				TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	8/30/2017	ORIGINAL:	765
FED. AID #:	8785019U	NTP:	11/07/2017	CURRENT:	1,020
FUND TYPE	Construction	TIME BEGAN:	1/8/2017	ELAPSED:	958
		WORK BEGAN:	1/8/2017	% ORIGINAL:	125.23%
		EST. COMPLETION:	Early 2021	% TO DATE:	93.92%
					92.14%
					91.53%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	John Bailey	C: 407-466-4387		john.bailey@kisingercampo.com	
FDOT PROJECT MANAGER	Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Jomo K. Forbes	O: 407-889-9844 C: 407-496-4274		Jomof@southlandconstruction.com	

ORANGE					
SR 482 (Sand Lake Road) from West of International Drive to East of Florida's Turnpike					
FIN #	407143-4-52-01, 407143-5-52-01, 407143-6-62-01				
CONTRACT #	T5552				
Conventional Pay Item					
PROJECT DESCRIPTION: Widen and reconstruct Sand Lake Boulevard from west of International Drive to east of Florida's Turnpike, including International Drive from Jamaican Court to North of Sand Lake Road					
				TIME	COST
CONTRACTOR:	Prince Contracting LLC	LET DATE:	6/08/2016	ORIGINAL:	1,050
FED. AID #:	MULT009R	NTP:	8/18/2016	CURRENT:	1,410
FUND TYPE	Construction	TIME BEGAN:	10/14/2016	ELAPSED:	1,383
		WORK BEGAN:	10/14/2016	% ORIGINAL:	131.71%
		EST. COMPLETION:	Late 2020	% TO DATE:	98.09%
					103.07%
					97.49%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Robert Murphy	O: 407-875-8900 C: 813-918-6390		rpmurphy@transystems.com	
FDOT PROJECT MANAGER	Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Neil Parekh	O: 407-737-6741 C: 305-753-8621		nparekh@princecontracting.com	

ORANGE					
SR 414 (Maitland Blvd) from SR 400 (I-4) to CR 427 (Maitland Ave)					
FIN #	424217-1-52-01				
CONTRACT #	T5625				
Conventional Pay Item					
PROJECT DESCRIPTION: Widen of State Road (S.R.) 414 / Maitland Boulevard from east of Interstate 4 (I-4) (Hope Road) to east of County Road (C.R.) 427 (Maitland Avenue) from a suburban 4-lane facility to an urban 6-lane facility.					
				TIME	COST
CONTRACTOR:	Masci Construction	LET DATE:	10/31/2018	ORIGINAL:	480
FED. AID #:	D517056B	NTP:	1/07/2019	CURRENT:	625
FUND TYPE	Construction	TIME BEGAN:	2/6/2019	ELAPSED:	575
		WORK BEGAN:	2/6/2019	% ORIGINAL:	119.79%
		EST. COMPLETION:	Early 2021	% TO DATE:	92.00%
					89.81%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Peter Crespi	O: 407-278-2723 C: 407-325-9728		peter.crespi@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	David Jewett	O: 386-322-4500 C: 386-281-9042		david.jewett@mascicgc.com	

Project Status Report as of October 18, 2020

ORANGE					
SR 435 (Kirkman Road) from North of SR 482 (Sand Lake Road) to South of SR 408 (excluding north of International Drive to Major Boulevard)					
FIN #	437341-1-52-01				
CONTRACT #	T5628				
Construction					
PROJECT DESCRIPTION: Milling and resurfacing Kirkman Road (State Road (S.R.) 435) from north of Sand Lake Road (S.R. 482) to south of S.R. 408					
				TIME	COST
CONTRACTOR:	Southland Construction Inc.	LET DATE:	5/22/2019	ORIGINAL:	650
FED. AID #:	D517084B	NTP:	7/16/2019	CURRENT:	713
FUND TYPE	Construction	TIME BEGAN:	8/15/2019	ELAPSED:	432
		WORK BEGAN:	8/15/2019	% ORIGINAL:	66.46%
		EST. COMPLETION:	Spring 2021	% TO DATE:	60.59%
					60.12%
					60.12%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Dan Barbato	C: 561-719-9885		dbarbato@consorenq.com	
FDOT PROJECT MANAGER	Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Joe Raucci	O. 407-889-9844 C. 321-230-2551		jraucci@scifl.com	

ORANGE					
SR 551 (Goldenrod Road) from SR 426 (Aloma Avenue) to SR 50 (East Colonial Drive) and from SR 15 (Hoffner Avenue) to SR 552 (Curry Ford Road)					
FIN #	439235-1-52-01 & 437544-1-52-01				
CONTRACT #	T5669				
Construction					
PROJECT DESCRIPTION: The Florida Department of Transportation (FDOT) will resurface 2.5 miles of Goldenrod Road from East Colonial Drive to Aloma Avenue, and from SR 15 (Hoffner Avenue) to SR 552 (Curry Ford Road). The contractor will also install a new traffic signal at the intersection of North Palmetto Avenue, restripe the road to provide bike lanes, and upgrade pedestrian crossings, curb ramps and sidewalks. Safety modifications also include converting the current median configuration at Sun Key Boulevard and Waunatta Court to one that changes the ability of motorists to turn left onto Goldenrod Road.					
				TIME	COST
CONTRACTOR:	Middlesex Paving, LLC	LET DATE:	10/30/2019	ORIGINAL:	279
FED. AID #:		NTP:	1/08/2020	CURRENT:	299
FUND TYPE	Construction	TIME BEGAN:	2/27/2020	ELAPSED:	234
		WORK BEGAN:	2/27/2020	% ORIGINAL:	83.87%
		EST. COMPLETION:	Late 2020	% TO DATE:	78.26%
					86.47%
					86.47%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Cyril Fernandez	352-250-5946		cfernandez@consorenq.com	
FDOT PROJECT MANAGER	Jeff Oakes	407-278-2735		Jeff.Oakes@dot.state.fl.us	

ORANGE					
SR500 /US441 (South Orange Blossom Trail) from North of Holden Avenue to 36th Street					
FIN #	439679-1-52-01				
CONTRACT #	T5653				
Construction					
PROJECT DESCRIPTION: Enhancing pedestrian safety along South Orange Blossom Trail from north of Holden Avenue to 36th Avenue in Orlando by installing six pedestrian hybrid beacons, or PHBs.					
				TIME	COST
CONTRACTOR:	PowerCore, Inc.	LET DATE:	3/27/2019	ORIGINAL:	140
FED. AID #:	D518038B	NTP:	5/28/2019	CURRENT:	172
FUND TYPE	Construction	TIME BEGAN:	9/25/2019	ELAPSED:	337
		WORK BEGAN:	9/30/2019	% ORIGINAL:	240.71%
		EST. COMPLETION:	Fall 2020	% TO DATE:	195.93%
					84.92%
					84.92%
					84.92%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Bill Ross	C: 217-766-1278		bross@powercore.us	

FINAL ACCEPTED 9/30/2020



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Project Status Report as of October 18, 2020

ORANGE						
SR 15 (Conway Rd) and SR 552 (Curry Ford Rd)						
FIN #	439133-1-52-01					
CONTRACT #	E50A0					
Construction						
PROJECT DESCRIPTION: Reconstructing the existing traffic signals at the intersection of Conway Road (State Road (S.R.) 15) and Curry Ford Road (S.R. 552).						
					TIME	COST
CONTRACTOR:	Traffic Engineering and Management, LLC	LET DATE:	2/04/2020	ORIGINAL:	140	\$1,190,354.00
FED. AID #:		NTP:	4/09/2020	CURRENT:	146	\$1,190,354.00
FUND TYPE	Construction	TIME BEGAN:	8/7/2020	ELAPSED:	73	\$197,350.96
		WORK BEGAN:	8/7/2020	% ORIGINAL:	52.14%	16.58%
		EST. COMPLETION:	Late 2020	% TO DATE:	50.00%	16.58%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Carlton Daley	O: 321-319-8129 C: 407-832-1694		carlton.daley@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Dave Elliot	C: 407-448-1706		delliott@controlspecialists.com	

OSCEOLA						
SR 600/US 17-92 from West of Poinciana Boulevard to CR 535						
FIN #	239714-1-52-01					
CONTRACT #	E5Z33					
Conventional Pay Item						
PROJECT DESCRIPTION: Widening U.S. 17-92 from two to four lanes.						
					TIME	COST
CONTRACTOR:	Southland Construction, Inc.	LET DATE:	10/02/2018	ORIGINAL:	1,000	\$23,467,500.98
FED. AID #:	N/A	NTP:	12/07/2018	CURRENT:	1,057	\$23,672,889.01
FUND TYPE	Construction	TIME BEGAN:	2/5/2019	ELAPSED:	594	\$10,231,498.75
		WORK BEGAN:	2/5/2019	% ORIGINAL:	59.40%	43.60%
		EST. COMPLETION:	Spring 2022	% TO DATE:	56.20%	43.22%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		George Sawaya	C: 407-509-6396		georgesawaya@hillintl.com	
FDOT PROJECT MANAGER		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		Ryan.Flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		George Jaoude	C: 321-230-2559		GeorgeJ@southlandconstruction.com	

OSCEOLA						
US 441 from North of Tyson Creek Bridge to US 192						
FIN #	437543-1-52-01					
CONTRACT #	E50A4					
Conventional Pay Item						
PROJECT DESCRIPTION: Resurfacing U.S. 441 (State Road (S.R.) 15) from north of the Tyson Creek Bridge to U.S. 192 (S.R. 500).						
					TIME	COST
CONTRACTOR:	Preferred Materials, Inc.	LET DATE:	1/07/2020	ORIGINAL:	180	\$7,148,284.49
FED. AID #:	N/A	NTP:	3/09/2020	CURRENT:	232	\$7,148,284.49
FUND TYPE	Construction	TIME BEGAN:	5/7/2020	ELAPSED:	164	\$3,730,012.92
		WORK BEGAN:	5/7/2020	% ORIGINAL:	91.11%	52.18%
		EST. COMPLETION:	Late 2020	% TO DATE:	70.69%	52.18%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Terry Phillips	C: 386-785-7647		TPhillips@aeengineeringinc.com	
FDOT PROJECT MANAGER		Trevor Williams	O: 321-319-8138 C: 407-625-4360		trevor.williams@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Logan Miller	C: 407-494-7009		logan.miller@preferredmaterials.com	



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Project Status Report as of October 18, 2020

OSCEOLA						
Osceola County Pedestrian Lighting Bundle A						
FIN #	439885-1-52-01					
CONTRACT #	T5645					
Construction						
PROJECT DESCRIPTION: Installing Light Emitting Diode (LED) fixtures at signalized intersections along U.S. 192, Main Street (U.S. 17-92), and Vine Street (U.S. 192).						
				TIME	COST	
CONTRACTOR:	PowerCore, Inc.	LET DATE:	4/24/2020	ORIGINAL:	210	\$920,856.41
FED. AID #:	D518042B	NTP:	6/24/2020	CURRENT:	232	\$890,520.68
FUND TYPE	Construction	TIME BEGAN:	8/24/2020	ELAPSED:	82	\$478,608.22
		WORK BEGAN:	8/24/2020	% ORIGINAL:	39.05%	51.97%
		EST. COMPLETION:	Early 2021	% TO DATE:	35.34%	53.74%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ryan Flipse	O: 321-319-8134 C: 407-625-0342		ryan.flipse@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		August Schroeder	C: 443-301-7257		aschroeder@powercore.us	

SEMINOLE						
Widening US 17/92 from Shepard Road to Lake Mary Boulevard						
FIN #	240196-1-52-01					
CONTRACT #	T5557					
Conventional Pay Item						
PROJECT DESCRIPTION: Reconstruct US 17/92 from Shepard Road to Lake Mary Boulevard from a rural four-lane roadway to an urban six-lane roadway. This contract includes construction of a new bridge to replace the existing box culvert at Soldiers Creek.						
				TIME	COST	
CONTRACTOR:	Bergeron Land Development	LET DATE:	12/09/2015	ORIGINAL:	990	\$53,326,000.00
FED. AID #:	N/A	NTP:	2/09/2016	CURRENT:	1,532	\$55,764,877.54
FUND TYPE	Construction	TIME BEGAN:	5/31/2016	ELAPSED:	1,567	\$52,196,425.86
		WORK BEGAN:	5/31/2016	% ORIGINAL:	158.28%	97.88%
		EST. COMPLETION:	Early 2021	% TO DATE:	102.28%	93.60%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Chris Davis	O: 321-972-8616 C: 407-466-4151		cdavis@metriceng.com	
FDOT PROJECT MANAGER		Jeff Oakes	O: 407-482-7835 C: 407-832-1354		jeff.oakes@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Lauren Cowan	C: 954-594-0396		lcowan@bergeroninc.com	

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)						
FIN #	238275-7-52-01					
CONTRACT #	E5Y47					
Design Build						
PROJECT DESCRIPTION: Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing: an additional non-tolled, service road for local travel; a new, higher-profile bridge that is aesthetically pleasing over the Wekiva River; and, three wildlife bridges to allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve.						
				TIME	COST	
CONTRACTOR:	Superior Construction Co. Southeast	LET DATE:	3/22/2017	ORIGINAL:	1,270	\$234,544,468.00
FED. AID #:	3141036P	NTP:	6/27/2017	CURRENT:	1,603	\$238,056,404.18
FUND TYPE	Design Build	TIME BEGAN:	10/18/2017	ELAPSED:	1,210	\$198,120,193.98
		WORK BEGAN:	10/18/2017	% ORIGINAL:	95.28%	84.47%
		EST. COMPLETION:	Late Fall 2021	% TO DATE:	75.48%	83.22%
CONTACT			PHONE		EMAIL	
CEI PROJECT ADMINISTRATOR		Arnaldo Larrazabal	C: 786-205-2699		arnaldo.larrazabal@rsandh.com	
FDOT PROJECT MANAGER:		Rick Vallier	O: 386-943-5283 C: 386-846-4149		rick.vallier@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeremy Andrews	C: 904-509-0868		jandrews@superiorfla.com	



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Project Status Report as of October 18, 2020

LAKE AND SEMINOLE COUNTIES						
SR 429/46 from Wekiva Park Road to Orange Boulevard (Wekiva Parkway Section 7A)						
FIN #	240200-2					
CONTRACT #	T5626					
Design Build						
PROJECT DESCRIPTION: This project includes 3.53 miles of limited access toll road largely along the existing State Road 46 corridor from a half mile east of Wekiva Park Road to Orange Boulevard. The project also includes design of a non-tolled road for local travel.						
				TIME	COST	
CONTRACTOR:	Liberty Mutual Insurance	LET DATE:	12/06/2017	ORIGINAL:	1,454	\$108,299,973.17
FED. AID #:	3141042P	NTP:	3/02/2017	CURRENT:	1,593	\$108,496,429.47
FUND TYPE	Design Build	TIME BEGAN:	4/2/2018	ELAPSED:	897	\$74,865,797.39
		WORK BEGAN:	4/2/2018	% ORIGINAL:	61.69%	69.13%
		EST. COMPLETION:	Fall 2022	% TO DATE:	56.31%	69.00%
CONTACT		PHONE		EMAIL		
CEI PROJECT ADMINISTRATOR		David Bowden	O: 386-333-9537 C: 407-873-1905	dbowden@gq-IEI.com		
FDOT PROJECT MANAGER:		Jeff Oakes	O: 407-482-7835 C: 407-832-1354	jeff.oakes@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:		Allan Fadullon	C: 954-594-5848	afadullon@semaconstruction.com		

SEMINOLE COUNTY						
SR 429/46 from Orange Boulevard to Rinehart Road (Wekiva Parkway Section 8)						
FIN #	240200-4					
CONTRACT #	E5Z18					
Design Build						
PROJECT DESCRIPTION: Construct 2.63 miles of limited access toll road from Orange Boulevard to east of Rinehart Road. The project will include the new Wekiva Parkway interchange at I-4 that will connect with State Road 417.						
				TIME	COST	
CONTRACTOR:	Lane Construction Corporation	LET DATE:	8/22/2018	ORIGINAL:	1,400	\$253,332,000.00
FED. AID #:	D517015B	NTP:	10/26/2018	CURRENT:	1,633	\$254,931,702.26
FUND TYPE	Design Build	TIME BEGAN:	10/26/2018	ELAPSED:	724	\$309,192,896.23
		WORK BEGAN:	10/26/2018	% ORIGINAL:	51.71%	122.05%
		EST. COMPLETION:	Spring 2023	% TO DATE:	44.34%	121.28%
CONTACT		PHONE		EMAIL		
CEI SENIOR PROJECT ENGINEER		Bill Wages	O: 407-644-1898 C: 407-948-8281	bwages@metriceng.com		
FDOT PROJECT MANAGER:		Kevin Hayden	O: 386-943-5284	kevin.hayden@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:		Kurt Matthiasmeier	C: 407-908-3229	kwmathiasmeier@laneconstruct.com		

SEMINOLE						
PedSafe Greenway Deployment						
FIN #	440821-1-52-01					
CONTRACT #	T5639					
Conventional Pay Item						
PROJECT DESCRIPTION: The improvements under this contract consist of an innovative pedestrian and bicycle collision avoidance system that utilizes connected vehicle (CV)						
				TIME	COST	
CONTRACTOR:	Chinchor Electric Inc	LET DATE:	5/22/2019	ORIGINAL:	500	\$9,972,132.34
FED. AID #:	N/A	NTP:	8/05/2019	CURRENT:	554	\$9,972,132.34
FUND TYPE	Construction	TIME BEGAN:	9/4/2019	ELAPSED:	411	\$8,914,391.34
		WORK BEGAN:	9/4/2019	% ORIGINAL:	82.20%	89.39%
		EST. COMPLETION:	Spring 2021	% TO DATE:	74.19%	89.39%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Jeff Oakes	O: 407-482-7835 C: 407-832-1354	jeff.oakes@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:		Brian Silva	407-509-2209	bsilva@chinchoelectric.com		



Outside Consultant
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Project Status Report as of October 18, 2020

SEMINOLE					
SR 436 from Boston Avenue to Anchor Road					
FIN #	434931-1-52-01				
CONTRACT #	T5680				
Conventional Pay Item					
PROJECT DESCRIPTION: The Florida Department of Transportation (FDOT) is improving roadway conditions on State Road (S.R.) 436 in Altamonte Springs. As part of these improvements, the roadway will be widened to add an additional eastbound left turn lane at the intersection S.R. 436 and Ronald Reagan Boulevard (County Road 427). The FDOT will also reconstruct sidewalks, improve drainage and perform traffic signal work along S.R. 436 from Boston Avenue to Anchor Road.					
				TIME	COST
CONTRACTOR:	Masci Construction, Inc.	LET DATE:	10/30/2019	ORIGINAL:	368
FED. AID #:	N/A	NTP:	1/09/2020	CURRENT:	391
FUND TYPE	Construction	TIME BEGAN:	5/4/2020	ELAPSED:	158
		WORK BEGAN:	5/4/2020	% ORIGINAL:	42.93%
		EST. COMPLETION:	Summer 2021	% TO DATE:	40.41%
					37.93%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Kim Navarro	O: 407-278-2729		kim.navarro@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	David Jewett	386-322-4500, 386-281-9042		david.jewett@mascigc.com	

SEMINOLE					
Countywide ATMS-DMS Phase 1 Seminole County					
FIN #	441211-1-52-01				
CONTRACT #	E5Z94				
Design Build					
PROJECT DESCRIPTION: This project will involve the removal of 20 existing arterial dynamic message signs (ADMS), including existing sign structures and foundations, and installation of new ADMS with supporting sign structures and foundations. Work will also include the addition of 12 closed-circuit television (CCTV) cameras at various intersections in Seminole County.					
				TIME	COST
CONTRACTOR:	Traffic Management Solutions, Inc.	LET DATE:	3/15/2019	ORIGINAL:	430
FED. AID #:	N/A	NTP:	5/23/2019	CURRENT:	456
FUND TYPE	Construction	TIME BEGAN:	5/23/2019	ELAPSED:	281
		WORK BEGAN:	5/23/2019	% ORIGINAL:	65.35%
		EST. COMPLETION:	Fall 2021	% TO DATE:	61.62%
					62.30%
CONTACT		PHONE		EMAIL	
PROJECT ADMINISTRATOR	Kim Navarro	O: 407-278-2729		kim.navarro@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Chris Sandroni	C: 386-562-6116		chriss@trafficmgmtsolutions.com	



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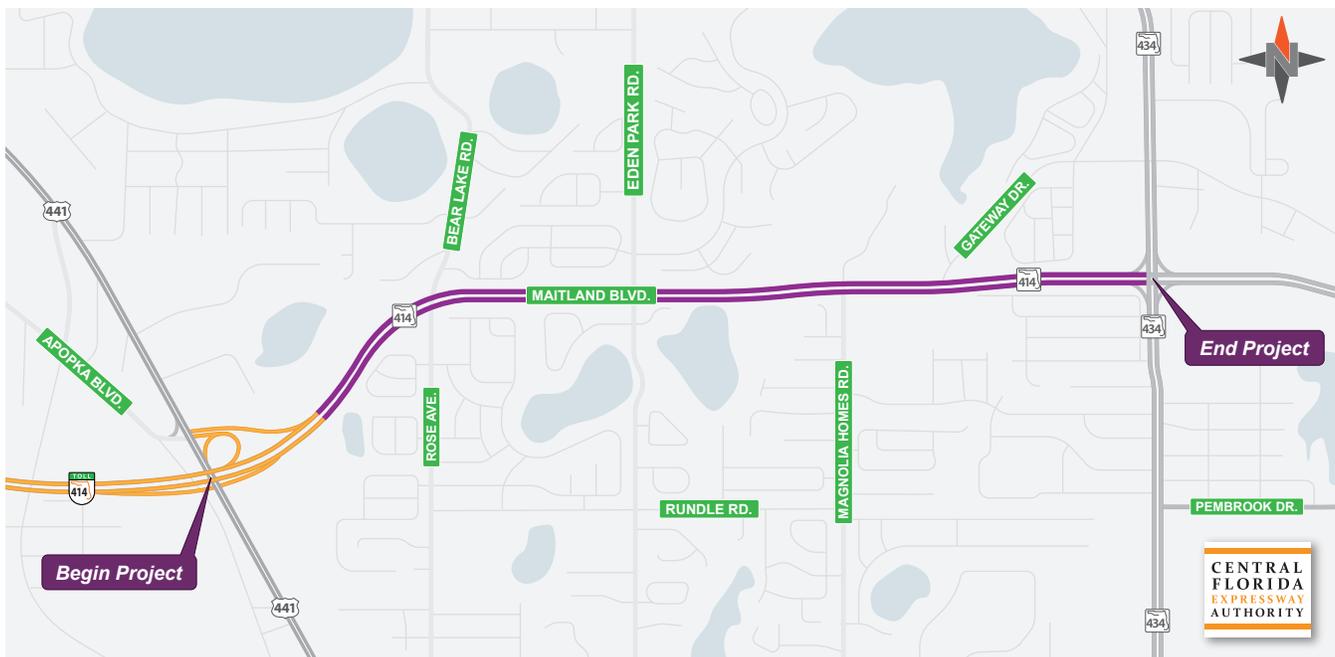
STATE ROAD 414 EXPRESSWAY EXTENSION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FALL 2020 UPDATE

In March 2020, CFX, in coordination with the Florida Department of Transportation (FDOT), began a Project Development and Environment (PD&E) Study of the SR 414 Expressway Extension. The study is evaluating alternatives for proposed elevated, limited-access toll lanes along the median of SR 414 (Maitland Boulevard) to provide direct access from the SR 414 (John Land Apopka Expressway) to Interstate 4 (I-4).

STUDY MAP



STUDY DESCRIPTION

The study area runs from the eastern end of SR 414 (John Land Apopka Expressway) at US 441 (Orange Blossom Trail) to SR 434 (Forest City Road). During peak travel times, drivers can spend nearly a half hour getting through the three signalized intersections in this 2.3-mile stretch of SR 414.

The proposed improvements to reduce traffic congestion include reconfiguring the existing at-grade SR 414 (Maitland Boulevard) to accommodate the proposed SR 414 toll facility while maintaining two SR 414 local access lanes in each direction. The 15-month study, coordinated with the FDOT, analyzes intersection improvements, bridge modifications at Lake Bosse and Little Wekiva River, stormwater management facilities, pedestrian and bicycle needs, and access management modifications.

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY



The regional Central Florida Expressway Authority is responsible for the planning, design, construction, operation and maintenance of a 125-mile limited-access expressway system to serve the five-county region. CFX's system includes SR 408 (Spessard L. Holland East-West Expressway), SR 528 (Martin Andersen Beachline Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway), SR 414 (John Land Apopka Expressway), SR 429 (Wekiva Parkway), SR 538 (Poinciana Parkway), State Road 453 and State Road 451.

Central Florida Expressway Authority: 4974 ORL Tower Road, Orlando, FL 32807
Phone: 407.690.5000 | Fax: 407.690.5011 | Email: Info@CFXWay.com



STATE ROAD 414 EXPRESSWAY EXTENSION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

★ STUDY GOALS

The goals of the SR 414 Expressway Extension PD&E Study include:

- Provide needed capacity on SR 414.
- Improve system connectivity between SR 429 and I-4 to meet future traffic needs.
- Improve safety.
- Support multimodal opportunities.

★ ALTERNATIVES PUBLIC WORKSHOP

Wednesday, Feb. 10, 2021

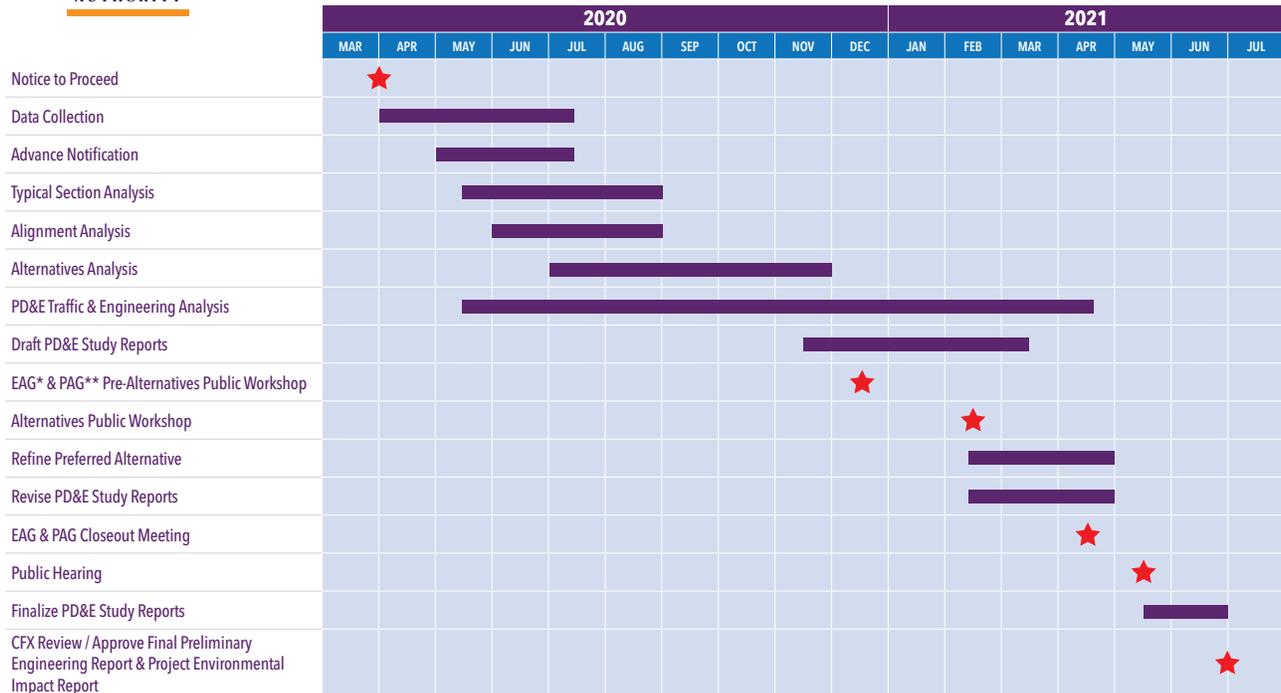
6:00 p.m. - 7:30 p.m.

Virtual Meeting -- Details to come.



SR 414 Expressway Extension PD&E Study

(Subject to Change)



*Environmental Advisory Group **Project Advisory Group

VISIT THE STUDY WEBPAGE AT: <https://bit.ly/2KLmliP>

📄 STUDY PARTICIPATION

We value your input. Public involvement and interagency coordination is an integral part of the PD&E study, and opportunities for public participation will be provided. CFX anticipates holding two public meetings as part of this study.

For more information:

Contact: **Kathy Putnam, Public Involvement Coordinator**

📞 407-802-3210

✉️ ProjectStudies@CFXway.com

🌐 www.CFXway.com

🐦 @DriveEPASS



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por favor comuníquese con Kevin Camara al 786-859-1826 o por correo electrónico a Kevin.Camara@QCAusa.com.



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A REGIONAL TRANSPORTATION PARTNERSHIP

December 9, 2020

TO: Board Members
FROM: Gary Huttman AICP, Executive Director
SUBJECT: 2020 Population Estimates

The official 2020 population estimates have been released by the University of Florida's Bureau of Economic and Business Research (BEBR). The attached table compares 2019 and 2020 figures for our 3-county area. You can find the statistics for our neighboring counties and the State of Florida at <https://www.bebr.ufl.edu/population/data>

Highlights are as follows:

- From 2019 to 2020, there was a 2.29% increase in the population of our 3-county area - a slight decrease from the 2018-2019 report. However, this is still an increase of nearly 51,000 new residents - which exceeds the current population of St. Cloud.
- In our 3-county area, Osceola County continues to have the highest rate of growth (4.45%).
- The Orange County municipality with the largest increase was the Town of Oakland (13.19%); the Seminole County Municipality with the largest increase was Oviedo (2.53%); and the Osceola County Municipality with the largest increase was the City of St. Cloud (6.31%).

These population figures will be used to develop our Unified Planning Work Program and our budget for next year.

Attachment



Comparison of 2019 & 2020 Population Estimates for MetroPlan Orlando Region

	<u>2019 Pop.Estimates</u>	<u>2020 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Orange Co. Total	1,386,080	1,415,543	+29,463	+2.13%
Apopka	52,404	53,632	+1,228	+2.34%
Bay Lake	15	15	0	0.00%
Belle Isle	7,365	7,378	+13	+0.18%
Eatonville	2,348	2,351	+3	+0.13%
Edgewood	2,717	2,791	+74	+2.72%
Lake Buena Vista	24	24	0	0.00%
Maitland	21,096	21,113	+17	+0.08%
Oakland	3,365	3,809	+444	+13.19%
Ocoee	47,580	49,781	+2,201	+4.63%
Orlando	291,800	299,226	+7,426	+2.54%
Windermere	2,972	3,024	+52	+1.75%
Winter Garden	47,245	48,469	+1,224	+2.59%
Winter Park	30,239	30,630	+391	+1.29%
Unincorporated	876,910	893,300	+16,390	+1.87%
<hr/>				
Osceola Co. Total	370,552	387,055	+16,503	+4.45%
Kissimmee	74,800	75,644	+844	+1.13%
St. Cloud	47,874	50,897	+3,023	+6.31%
Unincorporated	247,878	260,514	+12,636	+5.10%
<hr/>				
Seminole Co. Total	471,735	476,727	+4,992	+1.06%
Altamonte Springs	45,293	45,304	+11	+0.02%
Casselberry	30,035	30,341	+306	+1.02%
Lake Mary	17,449	17,633	+184	+1.05%
Longwood	15,815	16,036	+221	+1.40%
Oviedo	40,021	40,145	+124	+0.31%
Sanford	60,269	61,791	+1,522	+2.53%
Winter Springs	38,595	38,760	+165	+0.43%
Unincorporated	224,258	226,717	+2,459	+1.10%
<hr/>				
Grand Total	2,228,367	2,279,325	+50,958	+2.29%

**Comparison of 2019 & 2020
Population Estimates for
Other Counties in
Central Florida Region**

	<u>2019 Pop.Estimates</u>	<u>2020 Pop.Estimates</u>	<u># Change</u>	<u>% Change</u>
Brevard Co. Total	594,469	606,671	+12,202	+2.05%
Flagler Co. Total	110,635	114,173	+3,538	+3.20%
Lake Co. Total	357,247	366,742	+9,495	+2.66%
Marion Co. Total	360,421	368,135	+7,714	+2.14%
Polk Co. Total	690,606	715,090	+24,484	+3.55%
Sumter Co. Total	128,633	141,422	+12,789	+9.94%
Volusia Co. Total	538,763	551,588	+12,825	+2.38%
MetroPlan Orlando Region Total	2,228,367	2,279,325	+50,958	+2.29%
10-County Total	5,009,141	5,143,146	+134,005	+2.68%
State of Florida	21,208,589	21,597,185	+388,596	+1.83%

*Source: University of Florida, Bureau of Economic and Business Research
November 2020*

Board Meeting Highlights – November 18, 2020

- **Chairman’s Announcements:** Commissioner Bob Dallari opened the meeting at 9:00 a.m. Commissioner Betsy VanderLey led the Pledge of Allegiance. Chairman Dallari reviewed the virtual meeting procedures, including public comments. Commissioner Dallari noted the passing of former City of Orlando Commissioner Daisy Lynum and former CAC member Mr. Tony Tizzio. He congratulated board members who were reelected November 3rd. Commissioner Dallari reported on the October 29th Commuter Rail Commission meeting. Commissioner Mayra Uribe gave a report on the November 12th TDLCB public hearing and meeting. Commissioner Moore reported on the October 9th CFMPOA meeting. Commissioner Dallari recognized outgoing board members Commissioner VanderLey, Mayor Alvarez and Mayor Triplett. In addition, he recognized Mr. Steve Bechtel for his years of service as legal counsel for the MetroPlan Orlando board.
- **MetroPlan Orlando Executive Director’s Announcements:** Mr. Gary Huttman thanked board members for helping to ensure a quorum for the hybrid meeting. He reviewed the virtual procedures. He recognized alternates in attendance Ms. Maribel Gomez Cordero for Commissioner Siplin, Commissioner Lee Constantine for Commissioner Zembower. and Commissioner Jim Fisher representing the City of Kissimmee. Mr. Huttman called attention to a Continuing Resolution passed that ensures federal programs are funded through December 11th. He also reported that Hillsborough County received two 2020 BUILD Grants. He reported that he met with Ms. Natalie Martinez from Congresswoman Murphy’s office and they discussed funding opportunities. Mr. Huttman noted that the NARC annual Executive Director’s meeting was held October 6-7 virtually. He met with FDOT District staff and discussed funding issues. Mr. Huttman called attention to Blind Americans Equality Day and INVEST Orlando events held in October. In addition, he reported on the FDOT Mobility Week, the MPOAC Institute, Best Foot Forward, MTP events, the AMPO Virtual Conference and legislative items.
- **Agenda Review:** Mr. Huttman called attention to an updated fact sheet for the FY 2021 Budget Amendment and revised summary sheet for the IOP under the Consent Agenda. He also noted changes to the FDOT Work Program online and in person public hearing dates.
- **Public Comments:** None.
- Unanimously **Approved** Consent Items: A-J.
- Unanimously **Approved** the **FDOT Amendment to FY 2020/21 - 2024/25 TIP** (Roll Vote conducted)
Other Business: Presentations included, **2045 MTP- Status Update on Public Outreach Activities** (Ms. Cynthia Lambert, MetroPlan Orlando); **2045 MTP- Preview of Cost Feasible Plan** (Mr. Alex Trauger MetroPlan Orlando); **2045 MTP – Preview of Congestion Management Process (CMP)** (Ms. Lara Bouck, MetroPlan Orlando Staff).
- **Board Member Comments:**
- **Public Comments:** None.
- **Next Board Meeting – December 9, 2020**



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MetroPlan Orlando
2021 Board & Committee Meeting Schedule
 250 S. Orange Avenue, Suite 200
 Orlando, FL 32801

APPROVED BY
METROPLAN ORLANDO
C. Goldfarb 11-18-2020

	MetroPlan Orlando Board	Community Advisory Committee (CAC)	Technical Advisory Committee (TAC)	TSMO***	TDLCB***	Municipal Advisory Committee (MAC)
	2 nd Wednesday @ 9:00 a.m.	4 th Wednesday @ 9:30 am.	4 th Friday @ 10:00 a.m.	4 th Friday @ 8:30 a.m.	2 nd Thursday Quarterly @ 10:00 a.m.	Thursday prior to the Board meeting @ 9:30 a.m.
January		January 27	January 22	January 22		
February	February 10	February 24	February 26	February 26	February 11	February 4
March	March 10					March 4
April		April 28	April 23	April 23		
May	May 12	May 26	May 21	May 21	May 13	May 6
June	June 9	June 23	June 25	June 25		June 3
July	July 14					July 8
August		August 25	August 27	August 27	August 12	
September	September 8					September 2
October		October 27	October 22	October 22		
November	November 10				November 18	November 4
December	December 8	December 1*	December 3*	December 3*		December 2

No meeting

* Holiday Adjustment

** Adjustment Due to Conflict

*** TSMO – Transportation Systems Management & Operations

TDLCB – Transportation Disadvantaged Local Coordinating Board



LYNX to Make December 2020 Service Changes

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The Central Florida Regional Transportation Authority (LYNX) will make system-wide efficiencies effective Dec. 13.

- Route adjustments will include NeighborLink 641.
- Schedule adjustments will include Links 10, 18, 40, 51 and 436N.
- Route and/or schedule improvements will include Links 8, 55, 105, 108, 319 and NeighborLink 621
- Service reductions on Links 36 and 303.
- Bus stop additions on FastLink 441.
- Bay changes will take place at LYNX Central Station (LCS) and Kissimmee Intermodal Station (KIS).

Maps and schedules are being finalized and once complete will be posted on golynx.com.

Dec. 13 Service Changes

ROUTE ADJUSTMENTS

- **NeighborLink 641** – Williamsburg (Orange County) – The service zone will be extended east to International Drive, north to Convention Way and west to Universal Boulevard to serve Rosen Shingle Creek.

SCHEDULE ADJUSTMENTS

- **Link 10** – East U.S. 192/St. Cloud (Osceola County) – Minor schedule adjustments.
- **Link 18** – S. Orange Avenue/Kissimmee (Orange County/Osceola County) – Minor schedule adjustments.
- **Link 40** – Americana Boulevard/Universal Orlando (Orange County) – Minor schedule adjustments. The 4:30 a.m. to LCS trip Monday-Saturday will start at Universal Orlando Parking Garage.
- **Link 51** – Conway Road/Orlando International Airport (Orange County) – Minor schedule adjustments.

- **Link 436N** – SR 436 Crosstown/Apopka (Orange County/Seminole County) – Minor schedule adjustments.

ROUTE & SCHEDULE ADJUSTMENTS

- **Link 8** – W. Oak Ridge Road/International Drive (Orange County) – Route will operate along Westmoreland Drive, Gore Street, Orange Blossom Trail and will not serve Grand Street. Minor schedule adjustments. Adding Sunday trips from LCS at 7:45 p.m. and Vineland Premium Outlets at 9:30 p.m.
- **Link 55** – West U.S. 192/Crosstown (Osceola County/Lake County) – Routing at Four Corners Walmart changed to U.S. 27, Cagan Crossings Boulevard, Frontage Road, Cagan Ridge Boulevard, Heritage Oaks and Town Center Boulevard to U.S. 192. Minor schedule adjustments.
- **Link 105** – West Colonial Drive (Orange County) – Sunday service will extend via Colonial Drive, Blackwood Avenue, Old Winter Garden Road and Bluford Avenue to Colonial Drive. Sunday only, buses will serve the West Oaks Mall SuperStop on inbound trips and will not operate to the main mall entrance. Minor schedule adjustments.
- **Link 319** – Richmond Heights (Orange County) – Route will operate along Gore Street, Orange Blossom Trail, Grand Street and Parramore Avenue. Minor schedule adjustments.
- **NeighborLink 621** – Bithlo (Orange County) – Route will extend to Sophie Boulevard and serve Waterford Lakes Town Center. Fixed-route service will be eliminated in Avalon Park and Bithlo and converted to zone service. Frequency will change to every 60 minutes. Major schedule adjustments.

SERVICE IMPROVEMENTS

- **Link 108** – South U.S. 441/Kissimmee (Orange County/Osceola County) – A Sunday trip will be added leaving Kissimmee Intermodal Station at 9:20 p.m. Minor schedule adjustments.

SERVICE REDUCTIONS

- **Link 36** – Lake Richmond (Orange County) – Reduce Saturday frequency to 60 minutes and operate via the Sunday routing. No Saturday service to 34th Street, St. Valentine Way, 36th Street and Barack Obama Parkway.
- **Link 303** – Washington Shores/Disney Hollywood Studios (Orange County) – Eliminating the daily 2:30 p.m. trip from John Young Parkway and Colonial Drive to Disney's Hollywood Studios.

BUS STOP ADDITIONS

- **FastLink 441** – Kissimmee/Downtown Orlando (Orange County/Osceola County) – New stops will be added at Orange Blossom Trail and Towne Center Boulevard.

BAY CHANGES

LYNX Central Station

- Link 3 to Bay Y.
- Link 21 to Bay D.
- Link 38 to Bay C.
- Link 50 to Bay M.
- Link 54 to Bay R.



ACCESS LYNX Reservation System Not Working

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The Central Florida Regional Transportation Authority (LYNX) is currently experiencing a system outage with the ACCESS LYNX trip reservation and dispatching system.

This interruption has slowed the agency's ability to dispatch vehicles resulting in service delays. LYNX is asking customers to call 407-423-8747 if they have a trip scheduled in the next few days to confirm their appointment.

LYNX sincerely apologizes to customers and appreciates everyone's patience and understanding as the matter is resolved.

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

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LYNX to Make Two Additional Route Changes for December 2020 Service Adjustments

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The Central Florida Regional Transportation Authority (LYNX) will make additional service changes on Dec. 20 for Link 58 and the elimination of Link 320.

The public comment period for these additional changes only will begin today through Dec. 19. Comments on these two additional changes will be accepted at the virtual public workshop and hearing.

Public Workshop/Hearing

DATE/TIME: Thursday, Dec. 3
4-5 p.m. (Workshop), 5-6 p.m. (Hearing)

LOCATION: Virtual Meeting (more information will be available on golynx.com.)

Public comments also will be accepted through 5 p.m. on Dec. 19 at golynx.com on the "contact us" page, by mail or delivered to:

LYNX Central Station
455 N. Garland Ave.
Orlando, FL 32801
Attention: Service Change

Interested parties may view the proposed service change information at the LYNX Central Station 1st Floor Security Guard Post 8 a.m.-5 p.m. Monday-Friday. For additional information contact Bruce Detweiler, Manager of Service Planning, at (407) 254-6136.

All December maps and schedules are being finalized and once complete will be posted on golynx.com.

Dec. 13 Service Changes Previously Announced

ROUTE ADJUSTMENTS

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- Link 50 to Bay M.
- Link 54 to Bay R.
- FastLink 441 to Bay D.

Kissimmee Intermodal Station

- Link 10 to Bay G.
- Link 108 to Bay D.

-LYNX-

For more information please contact Matt Friedman, Director of Marketing Communications, at 407-254-6206 or mfriedman@golynx.com.

Become a LYNX Rider

From work to play, we get you there. Where can we take you today?

BUY YOUR PASS



Santa Returns to Drive Annual Holiday Cheer

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He could not stay away and let down 25 million passengers. So Kris Kringle will once again return to his home away from home and drive a bus for the Central Florida Regional Transportation Authority (LYNX).

His special sleigh has been enhanced with the latest 2020 features to keep us all safe when it hits the road on Nov. 30. Kringle will stay in his comfy chair until he heads home for the holidays on Dec. 24. Passengers lucky enough to find Santa driving their route will ride that Link for free. The bus will be in service Monday-Saturday and routes will change daily.

This year there will not be a regular photo opportunity with Santa in the terminal. Instead, a special backdrop will be set up in a bus bay where those wanting an annual holiday photo can take one, two or as many as they would like while following social distancing guidelines.

Throughout the month of December LYNX will be playing "Safe for the Holidays" games on the agency's social media channels. The public is encouraged to follow along and participate in the fun. Prizes will include free bus passes and LYNX merchandise.

- facebook.com/golynx
- twitter.com/lynxbusorlando or [@lynxbusorlando](https://twitter.com/lynxbusorlando)
- [Instagram.com/golynx](https://instagram.com/golynx)

Become a LYNX Rider

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metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

BYLAWS

Municipal Advisory Committee

APPROVED BY
METROPLAN ORLANDO

C. Goldfarb 11-18-2020

Introduction

Within the MetroPlan Orlando area, there are 22 cities and towns. The legislation that created MetroPlan Orlando apportions Board membership among the various jurisdictions within the Orlando Urbanized Area on the basis of an equitable population ratio and geographic factors. This criterion ensures that municipalities with significant populations are represented in the transportation planning process for Central Florida. Smaller municipalities rely on County Commissioners, some participation on MetroPlan Orlando's advisory committees and MetroPlan Orlando staff to represent their interests in matters that come before the MetroPlan Orlando Board.

The Municipal Advisory Committee (MAC) was established to strengthen ties with the region's cities and towns that do not have direct representation on the MetroPlan Orlando Board. The Committee consists of the Mayors or appointees of the municipalities that are not directly represented on the MetroPlan Orlando Board. The MAC ensures their views are considered in the decision-making process, generate broad-based support and raise awareness among elected officials of the functions of MetroPlan Orlando. A 2014 legislative action increased the MPO governing board maximum voting membership from 19 to 25 members, and authorized general purpose local governments serving on an MPO to include one member who represents a group of general purpose local governments through an entity created by an MPO for that purpose. This change, and approval by the MetroPlan Orlando Board, authorized one voting seat for the MAC. The elected Chairperson of the MAC shall serve as a voting member on the MetroPlan Orlando Board representing the collective interests of the MAC members.

The following municipalities are not directly represented on the MetroPlan Orlando Board and are therefore eligible for representation on the MAC:

Orange County		Osceola County	Seminole County
Bay Lake*	Oakland	St. Cloud	Casselberry
Belle Isle	Ocoee		Lake Mary
Eatonville	Windermere		Longwood
Edgewood	Winter Garden		Oviedo
Lake Buena Vista*	Winter Park		Winter Springs
Maitland			

* Declined participation as of last update to these bylaws.

Pursuant to MetroPlan Orlando’s Internal Operating Procedures, the MAC was created as an amendment to the Purpose, Functions and Procedures.

Committee Procedures

The committee described above functions by standard operating procedures to assist them in their work. These procedures are listed as follows:

1. The committee generally meets once a month with minutes of each meeting being recorded. A monthly meeting may be canceled by the Chairperson, however two consecutive meetings may not be cancelled and business to have been conducted at the cancelled meeting shall be considered at the next successive monthly meeting.
2. All committee meetings are open to the public, but only committee members may vote or make motions.
3. A quorum will be deemed constituted by one-third of the participating municipalities being represented at meetings.
4. Votes taken at committee meetings require a majority of those members present for passage.
5. Should a quorum not be present, business requiring action of the Committee will be tabled until the next meeting where a quorum is present. Other items such as presentations and items presented for information only may be presented without a quorum.

6. The committee maintains a broad perspective in addressing all modes of transportation in the various plans and programs in order to develop a balanced multi-modal transportation system plan that meets the needs of the area and is properly related to the goals and objectives of local comprehensive plans.

7. All reports, studies, plans and programs must be adopted by the MetroPlan Orlando Board before they are considered official transportation documents for the Orlando Urbanized Area.

Section 1. Authority, Creation

In accordance with Federal and State laws requiring that transportation planning be comprehensive, cooperative, and continuing in nature, an advisory committee known as the "MetroPlan Orlando Municipal Advisory Committee or MAC" is hereby created.

Section 2. Definition

For the purpose of these Bylaws, the term "the Committee" shall mean the MetroPlan Orlando Municipal Advisory Committee.

Section 3. Purpose

The municipalities of the area shall be involved in the transportation planning process by establishment of the Municipal Advisory Committee. The purpose of the Committee is to assess reaction to planning proposals and to provide comment to MetroPlan Orlando with respect to transportation concerns of the various municipalities not directly participating on the MetroPlan Orlando Board.

It shall be the function of the Committee to:

- A. Advise the MetroPlan Orlando Board as to the opinion of municipalities in formulating goals and objectives for shaping the urban environment.

- B. Conduct public information programs through open public meetings.

- C. Provide an effective review of the preliminary findings and recommendations of all transportation studies, reports, plans and/or programs and making recommendations to the MetroPlan Orlando Board.
- D. Participate in the development and review of the Orlando Urban Area Metropolitan Transportation Plan.
- E. Assist in other functions as deemed desirable by the MetroPlan Orlando Board.

Section 4. Membership, Appointments, Terms of Office, Vacancies

A. Committee Membership

1. Membership of the Committee shall be comprised of representatives from municipalities not participating directly on the MetroPlan Orlando Board.
2. All members shall be the Mayor or municipality's appointee. Every effort should be made for the Mayor or a member of the City Commission or Council to represent the membership on the Committee. However, where this is not feasible, a senior staff may be designated to serve. In addition, Mayors should consider the personal qualifications of the individuals relative to transportation. In all cases, an official correspondence should communicate the Mayor's desire to serve or appoint a designee. An alternate may also be designated to serve in the absence of the Mayor or designee.
3. Each year, in December, municipalities will be asked to reaffirm their intent to continue participating as a member of the Municipal Advisory Committee in writing. Those wishing to opt in or opt out may do so without penalty. Subsequently, an annual funding agreement, effective July 1, 20XX-June 30, 20XX must be executed to reaffirm or separate. A representative of the Florida Department of Transportation, Central Florida Regional Transportation Authority (Lynx), and the Florida Turnpike Enterprise may also serve as non-voting advisors to the Committee.
4. Committee meetings shall be properly noticed in accordance with applicable Florida Government in the Sunshine laws. At the discretion of the Chairperson of the Committee,

committee meetings may be held at various locations throughout the region and/or virtually to encourage public involvement.

B. Appointments, Terms of Office

1. Members shall assume the responsibilities of their appointment as of the next Committee meeting.
2. The term of office for a Committee member in good standing will be for a period of four (4) years or until election, or the appointment of a successor.

C. Vacancies in Membership

It is anticipated that membership on the Committee may change due to elections, resignation, and personal time demands upon representatives. The Committee should maintain its continuing nature, however, by endeavoring to fill vacancies within two (2) meetings after a vacancy occurs.

Section 5. Officers, Terms of Office, Removal from Office

A. After the initial establishment of the Municipal Advisory Committee, the regular June monthly meeting shall be known as the Annual Meeting of the Committee, and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The Municipal Advisory Committee shall elect from its membership the following officers (each of which must be an elected official):

1. Chairperson
2. Vice-Chairperson

B. Each member so elected shall serve a two (2) year term. An officer, or slate of officers, may be re-elected to serve an additional term, or until a successor is elected. Following which, said member(s) shall not be eligible again until two (2) consecutive years have elapsed.

- C. The Chairperson shall preside at all meetings of the Municipal Advisory Committee and perform all duties as may be prescribed by the Municipal Advisory Committee.
- D. The Chairperson shall represent the Municipal Advisory Committee as a voting member on the MetroPlan Orlando Board. The Chairperson's vote should reflect the position taken by the Committee on action items coming before the MetroPlan Orlando Board.
- E. The Vice-Chairperson shall assume the duties and responsibilities of the Chairperson in his or her absence and shall serve as the alternate to the Chairperson on the MetroPlan Orlando Board with all voting rights and privileges when serving in the absence of the Chairperson. Should both Chairperson and Vice-Chairperson be absent, the Immediate-past Chairperson shall assume the duties and responsibilities and may be asked to attend MetroPlan Orlando Board meetings in the absence of the Chairperson and Vice-Chairperson.
- F. A representative may attend a meeting in the absence of an officer, however that representative shall not perform the duties of the officer such as preside over a meeting.
- G. An officer who is absent from three (3) consecutive meetings in a calendar year may be subject to removal from office. Additionally, an officer who appoints a representative to attend in his or her absence for three (3) consecutive meetings in a calendar year may be asked to appoint a designated member consistent with Section 4.A.2.
- H. Every other year, in the month of May, the Chairperson shall appoint a Nominating Committee whose responsibility is to recommend a slate of officers for election at the June meeting. Nominations may also be accepted from the floor.
- I. Newly elected officers shall be declared installed following their election, and shall assume the duties of office at the first regularly scheduled meeting following the election.

Section 6. Removal for Cause

- A. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.
- B. Grounds for Removal

1. Removal for cause:

a) A member may be removed for cause for:

- (1) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which would adversely affect, lower, or destroy the respect or confidence of MetroPlan Orlando in the ability of the member to perform his or her duties as a member of the committee, or conduct which brings disrepute or discredit to the committee or to MetroPlan Orlando;
- (2) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;
- (3) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
- (4) Conviction of a felony.

b) Staff may recommend the removal of a member for cause to the MetroPlan Orlando Board and applicable appointing authority.

C. Procedure for Removal. Removal of a member may be effected by majority vote of the MetroPlan Orlando Board.

Section 7. Rules of Procedure

- A. An annual meeting schedule will be adopted in November/December for the following year. The Chairperson of the Committee may waive a monthly meeting, however two consecutive meetings may not be waived. Business to have been conducted at the waived meeting shall be considered at the next successive monthly meeting. When necessary, the Chairperson may call special meetings to deal with immediate issues.
- B. Committee members or their appointees must be present to cast a vote. Actions taken by the Committee will require a majority of the votes of those members who are present. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof. The minutes of the Committee's proceedings and official actions shall be public record.
- C. Voting shall be by voice, but a member may have an individual vote recorded in the minutes if said member so desires. A roll call vote shall be held upon request. The most current edition of "Robert's Rules of Order" shall govern all questions or procedures unless superseded by law.

Section 8. General Policy

- A. The Committee shall maintain a broad perspective covering the range of all modes of transportation and associated facilities (including, but not limited to, roadways, bicycle and pedestrian facilities, safety, and transit) in all recommended planning work programs, so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to area-wide needs and properly related to area-wide comprehensive plan goals and objectives.

Section 9. Subcommittees

- A. Ad hoc subcommittees or Task Forces may be designated, as needed, to investigate and report on specific subject areas of interest to the Committee.

Section 10. Bylaws Review and Amendment

- A. A subcommittee shall review these Bylaws at least every other year on odd numbered years or as may be deemed necessary. These Bylaws can be amended at any regular meeting of the MAC by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the MAC members with the proper notification of the meeting.
- B. MetroPlan Orlando staff may also initiate a review and recommendation of changes to these bylaws that may result from a review of the organization’s internal operating procedures, and/or in coordination of implementation of the strategic plan.

Approved: November 18, 2020