



Transportation Systems Management & Operations Advisory Committee AGENDA

December 4, 2020, 8:30 AM



TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS
ADVISORY COMMITTEE
VIRTUAL **WORKSHOP** NOTICE

DATE: Friday, December 4, 2020 at 8:30 a.m.

PUBLIC ACCESS: To join the meeting from your computer, tablet or smartphone, please use this link:
<https://us02web.zoom.us/j/83849344488?pwd=WVnSFdaenUvbHNGWGhJVUh0ZmhxQT09>
Passcode: 125706

To dial in, please see the calendar item for this meeting:
[Transportation Systems Management & Operations 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](https://metroplanorlando.org/Virtualmeetings)

AGENDA

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

- I. Call to Order – Vice Chairman Alex Laffey
- II. Chairman's Announcements
- III. Agenda Review – Mr. Eric Hill
- IV. Committee Roll Call – Ms. Lisa Smith
- V. Public Comments on Items for Review/Discussion

Comments from the public will be heard pertaining to **Items for Review/Discussion** 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

Transportation Systems Management and Operations Advisory Committee

December 4, 2020 Agenda

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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 XII.

VI. 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 be taking formal action to ratify the Board's actions at future in-person meetings.*

A. October 23, 2020 TSMO Meeting Minutes (Tab 1)

The TSMO will review and discuss the October 23, 2020 meeting minutes provided in **Tab 1** and make a consensus recommendation. The TSMO 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 TSMOAC will review and discuss the amendment request and provide a consensus recommendation to the Board. The TSMOAC 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>.

D. Appointment of a Workforce Development Task Force

Staff will request volunteers to serve on a Task Force to address some of the technical skills and human resource needs in the local transportation industry. The Task Force will establish a mechanism for engaging technical institutions and high schools on careers in transportation. This effort will build on other initiatives by local jurisdictions, the FDOT and consistent with one of the Board policy emphasis areas. Staff led a discussion on this topic during the October Meeting, which garnered support from various Members.

VII. 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, 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. 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 (BEBR) for the Central Florida region is enclosed for information purposes.

D. MetroPlan Orlando Board Highlights

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

E. Approved 2021 Board/Committee Meeting Schedule

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

F. LYNX Press Releases

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

G. Final Version of Updated TSMO Bylaws

The final version of the updated TSMO Bylaws is enclosed for information purposes.

H. *SR 414 Extension PD&E Study Fact Sheet*

A fact sheet for the Central Florida Expressway Authority's SR 414 Extension PD&E study is enclosed for information purposes.

VIII. Upcoming Meetings of Interest to TSMO Members

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 TSMO Meeting

The next TSMO meeting will be held on **January 22, 2021** at 8:30 a.m. This will be a virtual workshop as described in the paragraph under Action Items for Review/Discussion on page 2. Following the January 22nd meeting, the dates of the remaining TSMO meetings during 2021 will be:

2/26/21

4/23/21

5/21/21

6/25/21

8/27/21

10/22/21

12/3/21

IX. Member Comments

X. 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 to speak. Each speaker should state name and address for the record and is limited to two minutes.

XI. 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





Transportation Systems Management and Operations (TSMO)
Advisory Committee

MEETING MINUTES

DATE: Friday, October 23, 2020

TIME: 8:30 a.m.

LOCATION: Virtual

Chairman Doug Jamison, Presiding

Voting Members Present:

Mr. Brett Blackadar, Altamonte Springs
Mr. Cade Braud, City of Orlando
Mr. Kelly Brock, City of Casselberry
Mr. Scott Brown, Town of Windermere
Mr. Michael Cash, City of Sanford
Mr. Jeremy Crowe, City of Orlando
Ms. Krystal Clem, City of Lake Mary
Mr. Hazem El-Assar, Orange County
Mr. Naseem Ghandour, City of St. Cloud
Mr. Bob Francis, City of Belle Isle
Mr. Bryan Homayouni, Central Florida Expressway Authority
Mr. Doug Jamison, LYNX
Mr. Jean Jreij, Seminole County
Mr. Carl Kelly, University of Central Florida
Mr. Steve Krug, City of Ocoee
Mr. Alex Laffey, Osceola County
Ms. Kathy Lee, Osceola County
Mr. Butch Margraf, MPO Appointee
Mr. Nabil Muhaisen, City of Kissimmee
Ms. Lee Pulham, Reedy Creek Improvement District
Ms. Pam Richmond, City of Apopka
Mr. Brian Sanders, Orange County
Mr. Ramon Senorans, Kissimmee Gateway Airport
Ms. Rachel Gironella for Christopher Schmidt, City of Winter Springs
Mr. Shad Smith, City of Longwood

Ms. Alyssa Eide for Kimberley Tracy, City of Maitland
Ms. Sara Walter, City of Winter Park
Mr. Charlie Wetzel, Seminole County

Voting Members Absent:

Mr. Brad Friel, GOAA

Non-Voting Members/Advisors Present:

Non-Voting Members/Advisors Absent:

Mr. Eric Gordin, FTE
Mr. Glen Hammer, Osceola PS
Lt. Brad McDaniel, Seminole County Sheriff's Office
Vacant, Orange County CTST

Others in Attendance:

Ms. Rakinya Hinson, FDOT
Mr. Siaso Fine, FTE
Mr. Eric Hill, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando

I. Call to Order

Chairman Doug Jamison called the meeting to order at 8:30 a.m. and welcomed everyone. Chairman Jamison detailed the virtual meeting guidelines, the raise hand feature to be recognized, and the public comment procedures. He noted that the virtual meetings were accessible to all.

II. Confirmation of Quorum/Agenda Review/Staff Follow-up

Ms. Lisa Smith conducted the attendance roll call; and confirmed a quorum for today's meeting. Mr. Hill reviewed the action items on today's agenda. He noted that if the vote on a particular action item is not unanimous, a roll call vote will be conducted.

III. Public Comments on Action Items

None

IV. Action Items

A. August 28, 2020 TSMO Meeting Minutes

Staff requested approval of the August 28, 2020 meeting minutes.

MOTION: Shad Smith moved to approve the August 28, 2020 meeting minutes. Hazem El-Assar seconded the motion. Motion passed unanimously.

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

Mr. Keith Caskey, MetroPlan Orlando staff, presented an overview of the amendment request. FDOT is requesting 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. Committee members were provided a letter from FDOT explaining the amendment request, a fact sheet prepared by MetroPlan Orlando staff, and the draft resolution to be presented at the November 18th Board meeting.

MOTION: Shad Smith moved to recommend approval of the amendment to the FY 2020/21-2024/25 Transportation Improvement Program (TIP) to include projects that had funds that rolled forward from FY 2019/20-2020/21. Butch Margraf seconded the motion. Motion passed unanimously.

C. Proposed 2021 Board/Committee Meeting Schedule

Staff is requesting approval of the 2021 MetroPlan Orlando Advisory Board/Committee Meeting Schedule. A copy of the proposed meeting schedule was provided. Mr. Shad Smith pointed out that the May 2021 TSMO/TAC meeting falls on the Friday leading into the Memorial Day weekend, and that normally presents an issue in securing a quorum. He suggested changing the meeting date to Friday, May 21, 2021. TSMO members agreed with his suggestion.

MOTION: Shad Smith moved to approve the 2021 Board/Committee Meeting Schedule as amended to change the May 2021 TSMO/TAC meeting date to Friday, May 21st. Butch Margraf seconded the motion. Motion passed unanimously.

V. Presentation and Status Reports

A. Status Update on I-4 Regional TSMO Program

Mr. Eric Hill, MetroPlan Orlando staff, gave a status update on the I-4 Regional TSMO Program. Mr. Hill explained that MetroPlan Orlando is working with other M/TPOs to advance planning for TSMO in the Central Florida region. He provided an update of progress made since the regional transportation summit held in July. He stated that the July 10th meeting ended with a resolve to participate in the effort, identify champions (either policy board members or MPO staff to champion TSMO efforts), and to re-convene another meeting to establish more structure. As a result of those efforts, he noted that the River-to-Sea and Space Coast TPOs have been added to the effort. The working group met on August 21st. The working group discussed developing an MOU between the M/TPOs throughout Central Florida in an effort to come to an agreement to advance the concept of TSMO planning throughout Central Florida and to establish a process by which to get the MOU executed through each M/TPOs. A membership roster was developed which included the FDOT districts. Mr. Hill stated that staff has been making efforts to sustain the initiative by applying for grant funding through the State Transportation Innovation Council (STIC) for TSMO planning along the I-4 corridor. The grant award was in the amount of \$100,000.

VI. Discussion Item

A. Workforce Development

Mr. Eric Hill, MetroPlan Orlando staff, lead a discussion on a workforce development initiative to address some of the technical skills and human resource needs in the transportation industry. He said that part of the issue that he sees is that individuals with the necessary skill set are not aware of the career opportunities in transportation or an absence of individuals wanting to work in the transportation industry. Mr. Hill explained that one of the tasks outlined in the UPWP is to help rebuild capacity in terms of employment and more opportunities in the industry. He proposed creating a task force with the one of the objectives being to engage technical institutions and high schools to address the workforce shortage in transportation and rebuild interest in transportation careers. The other objective of the task force would be to assist in the development of appropriate mechanisms for outreach that would result in a network of training opportunities for paraprofessionals in the industry. He added that recruitment and engagement with youth is one of the Board policy emphasis areas. He outlined some outreach efforts that MetroPlan Orlando staff has engaged in. Mr. Homayouni agreed, and liked the idea of creating a task force. He discussed CFX partnering with Lyman High School, and CFX's agreement with UCF to provide interns. Mr. El-Assar remembered having these discussions at the TSMO Consortium. He questioned the status of efforts to partner with Mid-Florida Tech. He stressed building on the efforts that have already started versus restarting initiatives. Mr. Hill noted that he would follow-up with Mr. Jeremy Dilmore regarding that effort. Mr. Blackadar liked the idea of creating the task force. He provided an overview of the City of Altamonte Springs partnering with Seminole County schools for a science incubator and Project H2O. Mr. Hill thanked committee members for their input and noted that this item will be brought back at a later meeting when the TSMOAC is able to take action on the creation of a task force.

VII. Common Presentations/Status Reports

A. 2045 MTP – Status Update on Public Participation

Ms. Cynthia Lambert, MetroPlan Orlando staff, provided a status update on public participation efforts for the 2045 MTP.

B. 2045 MTP – Preview of Cost Feasible Plan

Mr. Alex Trauger, MetroPlan Orlando staff, presented on the 2045 Metropolitan Transportation Plan (MTP) Cost Feasible Plan. The MTP Cost Feasible Plan will be presented to the MetroPlan Orlando Board for approval at their December 9th meeting. Information about the draft Cost Feasible Plan can be found at: www.MetroPlanOrlando.org/2045DraftPlan.

C. 2045 MTP – Preview of Congestion Management Process

Ms. Lara Bouck, MetroPlan Orlando staff, previewed the 2045 MTP Congestion Management Process (CMP) which will be included in the approval of the MTP at the December 9th Board meeting.

VIII. General Information

A. FDOT Quarterly Variance Report

The latest FDOT Quarterly Variance Report for the Orlando area was provided.

B. FDOT Monthly Construction Status Report

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

C. Air Quality Report

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

D. MetroPlan Orlando Board Highlights

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

E. LYNX Press Releases

A set of press releases from LYNX was provided.

IX. Upcoming Meetings of Interest to TSMOAC Members

A. 2045 MTP Working Group Meetings

MetroPlan Orlando's 2045 MTP Working Group is scheduled to meet on **November 3, 2020** at 9:30 a.m. This will be a virtual meeting.

B. Next MPO Board Meeting

The next MetroPlan Orlando Board meeting will be held on **November 18, 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.

C. Next TSMO Meeting (Workshop)

The next TSMO meeting will be held on **December 4, 2020**, at 8:30 a.m. As approved by the Board at their September 9th meeting, this will be a virtual workshop during which action items will be reviewed and discussed but no formal action will be taken in order that a quorum will not be required. The action the Board takes on these items at their December 9th meeting will be ratified at a future in-person TSMO meeting.

X. Other Business

None.

XI. Public Comments (General)

None.

XII. Adjournment

Chairman Jamison adjourned the meeting of the Transportation Systems Management & Operations Advisory Committee at 9:40 a.m. The meeting was recorded and transcribed by Ms. Lisa Smith.

Approved this 4th day of December 2020

Mr. Doug Jamison, Chairman

Ms. Lisa Smith, 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





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



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: Items of particular significance for our Committees and the Board are as follows:

- 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

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:

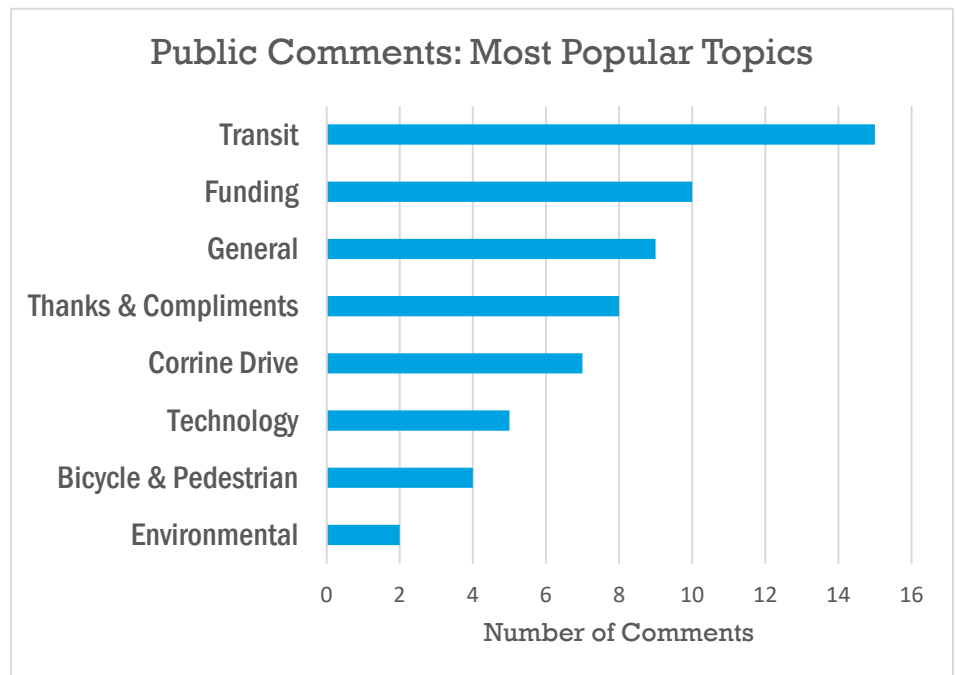
1. Written comment via an online comment form
2. Written comment via email to MTP@metroplanorlando.org
3. Spoken comment at an 11/9 virtual public meeting or written comment via post-event survey
4. Spoken comment via phone message on comment line (407-906-2347)



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.



- **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

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

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.

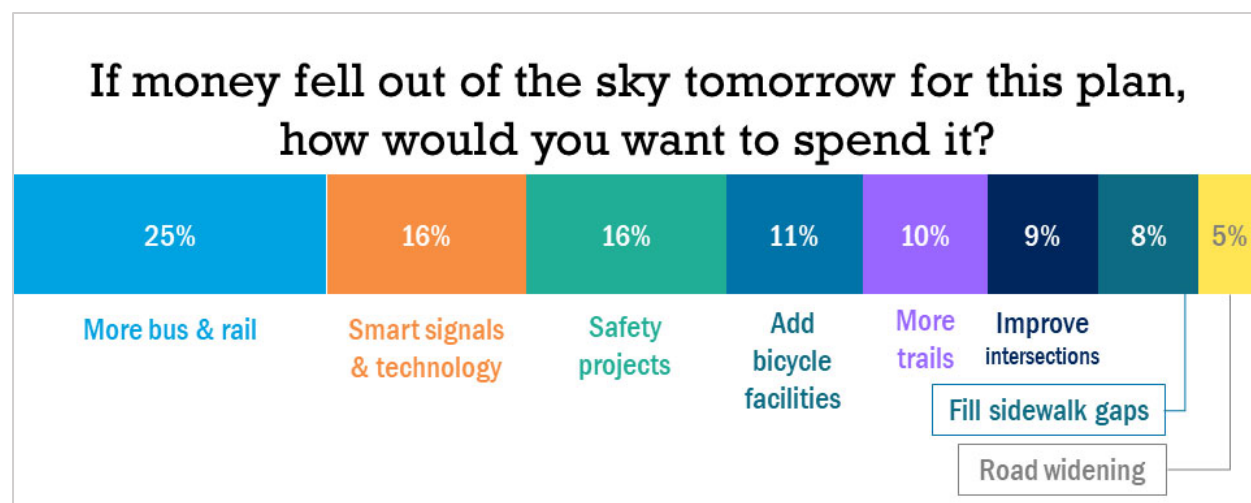
Audience Questions. Participants were curious about a wide variety of topics. Questions received included these topics:

- 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 exists 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.

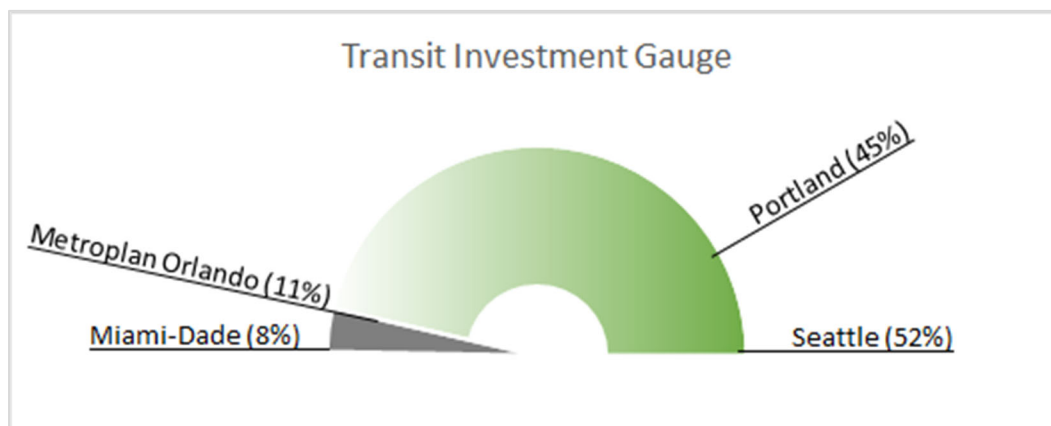
The future of Sunrail and the ridership numbers for Sunrail are an important part of the 2045 Metroplan. SunRail ridership numbers were starting to look pretty good with the Southern Expansion to Poinciana prior to the Pandemic. Since the Pandemic hit they have fallen into the tank however they are starting 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#:	Name:	Date Received:	Comment Method:
33	Mira Tanna	11/19/2020	Email

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#:	Name:	Date Received:	Comment Method:
34	Michael Hess <i>City of Orlando</i>	11/20/2020	Online Form

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



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>Rhapidophyllum 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





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

Seminole/Orange County Project Status Update as of November 17, 2020

The following is a brief status update on major FDOT road construction projects in Seminole and Orange counties out of Oviedo Operations as of the November cutoff. The next cutoff date is December 13, 2020. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming projects:

441021-1 S.R. 53/U.S. 192 Resurfacing from west of S.R. 417 to Bamboo Lane

- Contract E51A5
- Contractor: Preferred Materials, Inc.
- Project Cost: \$6.4 Million
- Estimated Start: January 2021
- Estimated Completion: Spring 2022

441365-1-52-01 S.R. 436 (Semoran Boulevard) at Howell Branch Road Intersection Improvements

- Contract T5701
- Contractor: Atlantic Civil Chinchor Electric Joint Venture
- Project Cost: \$1.3 Million
- Estimated Start: February 2021
- Estimated Completion: Fall 2021

439880-2 Orange County Pedestrian Lighting Bundle B

- Contract E50A5
- Contractor: Chinchor Electric, Inc.
- Project Cost: \$319,000
- Estimated Start: December 2020
- Estimated Completion: Early 2021

439880-7 Orange County Pedestrian Lighting Bundle G

- Contract T5638
- Contractor: Powercore, Inc.
- Project Cost: \$394,000
- Estimated Start: January 2021
- Estimated Completion: Summer 2021

Current projects:

239496-3 S.R. 423 (John Young Parkway) Widening from S.R. 50 to Shader Road

- Contract T5538
- Project Start: January 2018
- Estimated Completion: Early 2021
- Contractor is paving at night and sod is ongoing. Two crews are working on correcting curb and sidewalk issues, and signs are being installed.

239714-1 S.R. 600/U.S. 17-92 Widening from west of Poinciana Boulevard to Ham Brown Road (C.R. 535)

- Contract E5Z33
- Project Start: February 2019
- Estimated Completion: Spring 2022
- Contractor just completed Phase 11 traffic shift. Crews are preparing for the Phase II surcharge, milling existing asphalt, and installing panels for noise wall.

240196-1 Widening U.S. 17-92 from Shepard Road to Lake Mary Boulevard

- Contract T5557
- Project Start: May 2016
- Estimated Completion: Early 2021
- Project Cost: \$55.9 Million
- Contractor has recently done paving at numerous intersections throughout the project.

407143-4, 407143-5 & 407143-6 S.R. 482 (Sand Lake Road) from west of International Drive to east of Florida's Turnpike and International Drive from Jamaican Court to north of Sand Lake Road

- Contract T5552
- Project Start: October 2016
- Estimated Completion: Late 2020
- Contractor is working on paving friction course and installing handrail along the retaining walls on the project. Sod is also being installed throughout the project and traffic signals at International Drive are mainly completed, except for the tie-in on Universal Boulevard.

424217-1 Widening S.R. 414 (Maitland Boulevard) from S.R. 400 (I-4) to C.R. 427 (Maitland Avenue)

- Contract T5625
- Project Start: February 2019
- Estimated Completion: Early 2021
- Project Cost: \$7.5 Million
- Contractor will continue paving later this month. The signalization at Concourse Parkway and Maitland Avenue was recently completed.

434931-1 S.R. 436 from Boston Avenue to Anchor Road Improvements

- Contract T5680
- Project Start: May 2020
- Estimated Completion: Summer 2021
- Project Cost: \$5 Million
- Contractor recently installed drainage structures at the S.R. 436 and Ronald Reagan Boulevard intersection.

437341-1 S.R. 435 (Kirkman Road) Resurfacing from north of S.R. 482 (Sand Lake Road) to south of S.R. 408 (excluding north of International Drive to Major Boulevard)

- Contract T5628
- Project Start: August 2019
- Estimated Completion: Spring 2021
- Contractor continues to work on signalization and sidewalk construction. Additionally, crews are installing handrail throughout the project, as well as sod.

437543-1 U.S. 441 Resurfacing from north of Tyson Creek Bridge to U.S. 192

- Contract E50A4
- Project Start: May 2020
- Estimated Completion: Late 2020
- Contractor is working on earthwork for roadway realignment and paving.

439133-1 S.R. 15 (Conway Road) and S.R. 552 (Curry Ford Road) Intersection Improvements

- Contract E50A0
- Project Start: August 2020
- Estimated Completion: Early 2021
- Contractor is working on drainage improvements, curb ramps and signalization.

439235-1 Resurfacing along S.R. 551 (Goldenrod Road) from S.R. 426 (Aloma Avenue) to S.R. 50 (East Colonial Drive) and from S.R. 15 (Hoffner Avenue) to S.R. 552 (Curry Ford Road)

- Contract T5669 Project Start: February 2020
- Estimated Completion: Late 2020
- Project Cost: \$9.1 Million
- Contractor has completed the majority of the resurfacing work and has been adjusting the height of manhole covers.

439885-1 Osceola County Pedestrian Lighting Bundle A

- Contract T5645
- Project Start: June 2020
- Estimated Completion: Early 2021

- Contractor is installing bases and pull boxes, erecting light poles and prepping for foundations.

440821-1 Ped/Safe Greenway Development ITS Communication

- Contract T5639
- Project Start: September 2019
- Estimated Completion: Spring 2021
- Project Cost: \$10 Million
- Contractor recently installed cameras along S.R. 436 (Semoran Boulevard).

441211-1 Countywide ATMS-DMS Phase 1 Seminole County

- Contract E5Z94
- Project Start: May 2019
- Estimated Completion: Fall 2021
- Project Cost: \$4.3 Million
- Contractor has been removing existing message board signs and placing uprights at various locations.

445397-1 S.R. 50 Over Creek Bridge #750012 (Pipe Desilting and Repair)

- Contract E52A4
- Project Start: November 2020
- Estimated Completion: Early 2021
- Project Cost: \$220,000
- Contractor has just begun work at the project site.

October 29, 2020

Mr. Jamie Christian
Division Administrator
Federal Highway Administration
Florida Division
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Dear Mr. Christian:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

In order to meet this requirement, MetroPlan Orlando has prepared a document that contains the transportation projects in Orange, Osceola and Seminole Counties that received federal funds during FY 2019/20. This document can be found on the MetroPlan Orlando web site at the following link:

<https://metroplanorlando.org/wp-content/uploads/Fed.-Funds-1920.pdf>

The link to this document will also be provided to the members of MetroPlan Orlando's Board and advisory committees. This letter is submitted for your information.

Very truly yours,

Gary Huttman
Executive Director

cc: Ms. Karen Brunelle, FHWA Florida Division

October 29, 2020

Ms. Yvette Taylor
Regional Administrator, Region 4
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Ms. Taylor:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

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Very truly yours,

Gary Huttman
Executive Director

October 29, 2020

Mr. Bart Vernace, Manager
Federal Aviation Administration
Orlando Airport District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819

Dear Mr. Vernace:

Title 23, Chapter 1, Subchapter E, Part 450.334 of the Code of Federal Regulations requires MPOs to annually publish a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year.

In order to meet this requirement, MetroPlan Orlando has prepared a document that contains the transportation projects in Orange, Osceola and Seminole Counties that received federal funds during FY 2019/20. This document can be found on the MetroPlan Orlando web site at the following link:

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Very truly yours,

Gary Huttman
Executive Director



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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



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A REGIONAL TRANSPORTATION PARTNERSHIP

**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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A REGIONAL TRANSPORTATION PARTNERSHIP

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 a.m.	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

[Home](#) | [News and Events](#) | LYNX to Make December 2020 Service Changes

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

[Home](#) | [News and Events](#) | ACCESS LYNX Reservation System Not Working

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.

Become a LYNX Rider

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

[BUY YOUR PASS](#)



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

[Home](#) | [News and Events](#) | LYNX to Make Two Additional Route Changes for December 2020 Service Adjustments

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

- 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

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LYNX Central Station

- Link 3 to Bay Y.
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- Link 38 to Bay C.
- 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

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



TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS COMMITTEE BYLAWS

Section 1. Authority, Creation

In accordance with the 1962 Federal Aid Highway Act requiring that transportation planning be comprehensive, cooperative, and continuing in nature, a transportation systems management and operations committee known as the "Orlando Urbanized Area Transportation Systems Management and Operations Committee" is hereby created.

Section 2. Definitions

For the purpose of these Bylaws, the acronym "TSMO" shall mean the Orlando Urbanized Area Transportation Systems Management and Operations Committee.

For the purpose of these Bylaws, TSMO shall mean: an integrated program to optimize performance of infrastructure through implementation of systems, services, and projects to preserve capacity and improve the safety, security, enforcement, education, and reliability of a multimodal surface transportation system.

For the purpose these Bylaws, a TSMO program may include but not be limited to the following strategies: traffic signal retiming, transportation improvements, traffic incident management, traveler information, data management, and Intelligent Transportation Systems (ITS). Additionally, the following disciplines shall be included: traffic engineering, transportation planning, information technology, public safety, emergency management, fire and rescue and emergence of Automated, Connected, Electric and Shared Vehicles (ACES).

Section 3. Purpose

Transportation Systems Management and Operations specialists shall represent the various public governmental bodies, authorities, agencies, and safety-related organizations of the Orlando Urbanized Area and shall be involved in the process of integrating various strategies to optimize performance and safety of the region's surface transportation system by the establishment of a TSMO advisory committee. It shall be the function of the TSMO Committee to:

- A. Serve the MPO in an advisory capacity on TSMO matters relating to the update of the MPO's Congestion Management Process (CMP) of the MPO's Metropolitan Transportation Plan (MTP) and the coordination of TSMO with the regional ITS architecture.
- B. Be responsible for the review of all studies, reports, plans and/or programs germane to TSMO and to recommend action pertinent to the subject documents to MetroPlan Orlando.
- C. Develop priority recommendations to the MetroPlan Orlando Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by TSMO studies and project applications.
- D. Advise staff in the development of an Annual Congestion Management System Report as called for in the Congestion Management Process (CMP) Element of the MPO's long range plan, and subsequently revise the CMP Element as needed to ensure that it functions efficiently and effectively.
- E. Annually review and revise the TSMO Prioritized Project List. This list will be the source of candidate projects to be implemented with the MPO's Congestion Management System (CMS) Box funds for the region and each County; for projects meeting state and federal eligibility, and any new funds identified at the local, state or federal level. In addition, the list can be a resource for local governments looking for traffic operations improvements to be implemented by developers as part of a Development Order.
- F. Develop and recommend a list of traffic operations and TSMO project priorities to be implemented with CMS Box funds and/or MetroPlan Orlando's share of District Five Allocated STP and State funds. Projects may include improvements including, but not limited to, studies, plans, installing or synchronizing traffic control devices, safety and/or evacuation efficiency improvements, adding or extending turn lanes at intersections, TSMO deployments, system maintenance projects, operations, Road Side Units (RSUs) such as sensors and projects that shift automobile congestion to other modes and change or reduce single occupant vehicle trip demand.
- G. When appropriate, review state Project Development and Environmental (PD&E) studies and design plans to ensure that adequate provisions for ITS, traffic operations and flow are included in the planning and design of new and reconstructed highways, and consistent with any specific committee recommendations that may have come out of the TSMO prioritized project list and consistent with the list of recommended TSMO projects. MetroPlan Orlando staff or any committee member may bring design plans to the committee for review at the discretion of the committee.
- H. Participate in updates to the regional ITS architecture; and coordinate with the MPO's other advisory committees.

Section 4. *Membership, Appointments, Term of Office, Vacancies, Removal from Office*

A. Membership

The intent of the membership composition of the TSMO Committee is to represent planning and engineering expertise from Federal, State, regional or local agencies.

1. The following jurisdictions are eligible to appoint voting members as indicated. Appointees should have an interest or active involvement in TSMO related activities:

- (a) Orange County (2)
- (b) Osceola County (2)
- (c) Seminole County (2)
- (d) City of Orlando (2)
- (e) City of Belle Isle (1)
- (f) City of Kissimmee (1)
- (g) City of Sanford (1)
- (h) City of Altamonte Springs (1)
- (i) City of Apopka (1)
- (j) City of Casselberry (1)
- (k) City of Lake Mary (1)
- (l) City of Longwood (1)
- (m) City of Maitland (1)
- (n) City of Ocoee (1)
- (o) City of Oviedo (1)
- (p) City of St. Cloud (1)
- (q) City of Winter Garden (1)
- (r) City of Winter Park (1)
- (s) City of Winter Springs (1)

2. Municipalities whose population is less than 5,000 may each appoint one (1) non-voting member. These municipalities would include:

- (a) Town of Eatonville
- (b) City of Edgewood
- (c) Town of Oakland
- (d) Town of Windermere

3. The following transportation agencies/authorities are also eligible for voting representation. Each agency may appoint one (1) voting representative:

- (a) Central Florida Regional Transportation Authority/LYNX
- (b) Central Florida Expressway Authority
- (c) Reedy Creek Improvement District
- (d) Greater Orlando Aviation Authority
- (e) Kissimmee Gateway Airport

- (f) Orlando Sanford Airport
- (g) MetroPlan Orlando appointee, such as a community advocate that is not serving on a MetroPlan Orlando Advisory Committee.

4. In addition, representatives from the following shall serve as non-voting advisors or members:

- a. Florida Department of Transportation, District Five, non-voting advisor
- b. Florida's Turnpike Enterprise, non-voting advisor
- c. University of Central Florida, non-voting member
- d. Orange County Community Traffic Safety Team (Chair or designee), non-voting member
- e. Seminole County Community Traffic Safety Team (Chair or designee), non-voting member
- f. Osceola County Community Traffic Safety Team (Chair or designee), non-voting member

B. Appointments

- 1. Each eligible jurisdiction and agency shall appoint voting members and one designated alternate from each of the membership agencies listed in Section 4 A for which it is eligible. Voting members and their designated alternates must be employees of the jurisdiction or agency represented. These appointments shall be made in writing by the County Commission Chair/Mayor, City Mayor, County Administrator, City Administrator or Manager, or the Executive Director of other agencies. The failure of an agency to appoint a primary representative will result in that agency losing its voting authority on the TSMO Committee until such time as the vacancy is filled.
- 2. The appointed representatives, both primary and alternates, shall be selected from the agency membership listing under Section 4 A.
- 3. In the absence of the primary member, the alternate member shall have the same privileges as the primary member and may serve on a subcommittee or task force.

C. Term of Office

The term of office for a TSMO Committee member shall be for an indefinite period, or until reappointment, or until the appointment of a successor. Separation from employment of the jurisdiction or agency represented constitutes the end of an appointment. The MetroPlan Orlando appointee may serve four (4) years or until reappointed or until the appointment of a successor.

D. Vacancies and Membership Revisions

Any vacancies in membership shall be filled in the same manner as the initial appointment.

E. Removal from Office

1. Members serve in an advisory capacity, as volunteers, without compensation, and at the pleasure of the MetroPlan Orlando Board and the applicable appointing authority.

2. Grounds for Removal

a. Removal for excessive absenteeism

- i. Each member is expected to demonstrate interest in the committee's activities through the member's or a designated alternate's participation in the scheduled meetings.
- ii. If a member has three (3) consecutive absences from the meetings or has missed a majority of meetings during the year, the supporting MetroPlan Orlando staff person shall notify the appointing authority and said member in writing in an effort to ensure full participation in the committee.
- iii. Staff may recommend removal of members with excessive absences to the MetroPlan Orlando Board and appointing authority.

b. Removal for cause:

i. A member may be removed for cause for:

- a) Any conduct by a member, which in the opinion of MetroPlan Orlando, is inappropriate or unsuitable and which has a tendency to 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;
- b) Violation of any provision of an applicable statute, county, or city code of ethics governing the conduct of officials;
- c) Malfeasance, misfeasance, neglect of duty, or inability to perform his or her official duties; or
- d) Conviction of a felony.

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

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

Section 5. Officers, Term of Office

- A. The November/December meeting shall be known as the Annual Meeting of the TSMO Committee and shall be for the purpose of electing new officers and conducting such other business as may come before the members. The TSMO Committee shall elect from its membership the following officers:
1. Chairperson
 2. Vice-Chairperson
- B. Each officer shall be from a different jurisdiction or agency.
- C. Each elected officer shall serve for one (1) year or until that officer is re-elected or until a successor is elected. The newly elected officers shall be declared installed following their election and shall assume the duties of office at the first meeting of the new calendar year.
- D. Neither the position of Chairperson or Vice-Chairperson shall be given individual votes. In order for either the Chairperson or vice-Chairperson to cast a vote, they must do so as a representative of an agency listed in Section 4 A.
- E. In the absence of the Chairperson, the Vice-Chairperson shall assume the duties and responsibilities of the Chairperson. Should both Chairperson and Vice-Chairperson be absent, the TSMO Committee shall elect a temporary Chairperson to chair the meeting.
- F. The Chairperson shall represent the TSMO as a non-voting advisor on the MetroPlan Orlando Board. In the absence of the Chairperson, the Vice-Chairperson is the designated alternate.

Section 6. 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. TSMO Committee members or their designated alternates must be present to cast a vote. A quorum shall consist of the majority of those appointed members entitled to vote, and any business transacted by the TSMO Committee must be approved by not less than a majority of the votes cast. Business shall be transacted only at regular or called meetings and shall be duly recorded in the minutes thereof.
- C. Minutes shall be kept of the TSMO Committee's proceedings and official actions, which shall be public record.
- D. Voting shall be by voice, but a member shall have his or her vote recorded in the minutes if he or she so desires. A roll call vote shall be held upon request and whenever an opposing vote is recorded. All other questions or procedures shall be guided by Robert's Rules of Order, Revised.
- E. Meeting agendas shall include two Public Comment periods, one at the beginning of the meeting for action items and again at the conclusion of the scheduled business items which shall be for discussion purposes only. Public requests for TSMO Committee action or recommendation shall be placed on the agenda as a scheduled business item.

Section 7. General Policies

- A. MetroPlan Orlando Board and Committee structure consists of five (5) committees, including the Board;
 - 1. MetroPlan Orlando Board
 - 2. Community Advisory Committee
 - 3. Municipal Advisory Committee
 - 4. Technical Advisory Committee
 - 5. Transportation Systems Management & Operations Committee
- B. All Committees and studies shall follow the intent and further the Mission Statement adopted by the MetroPlan Orlando Board, which is as follows:

“MetroPlan Orlando’s mission is to provide leadership in transportation planning by engaging the public and fostering effective partnerships.”

- C. All Committees 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 areawide needs and properly related to areawide comprehensive plans, goals and objectives.
- D. Reports, studies, plans, programs and databases shall be approved or endorsed by the MetroPlan Orlando Board after review and recommendation by the TSMO Committee and such other committees as may be interested or affected. A recommendation may be noted as officially adopted by the TSMO Committee and placed into effect upon signature by the TSMO Committee Chairperson without waiting for the minutes of the previous meeting to be officially approved at the next TSMO Committee meeting.
- E. Reports, studies, plans, programs or databases that have been approved or endorsed by the MPO are, by definition, public records and shall be available to the public for inspection and copying upon request. This may be limited however by the custodian of the records, to that time necessary to review the records and excise the information which is deemed to be exempt from the Public Records Act, as stipulated by Florida Law. A reasonable fee may be charged for copying costs.
- F. Reports, studies, plans, programs or databases that are working papers or draft documents and have therefore not been approved by the MetroPlan Orlando Board shall also be releasable upon request as public records. The receiver of the information however shall be cautioned that it has not been formally approved and is therefore subject to change and may only be used at their own risk.
- G. The release of databases shall be reported to the TSMO Committee at their next scheduled meeting.
- H. Databases, computer software or other information that has been access-limited through contractual agreement shall be protected from disclosure, as authorized by Florida Statutes.

Section 8. *Procedures for Amending Adopted Studies, Plan, or Programs*

- A. The procedures for amending the Orlando Urban Area Metropolitan Transportation Plan, the Transportation Improvement Program, and the Urban Boundary are established in the MetroPlan Orlando Board Rule 35I-1.009 which is incorporated by reference herein.
- B. The TSMO Committee shall review the proposed change based on a TSMO evaluation of its merit and shall recommend approval or disapproval to the MetroPlan Orlando Board.
- C. The MetroPlan Orlando Board shall have final approval or disapproval disposition action of the requested change or changes.

Section 9. *Ad hoc Subcommittees or Task Force*

- A. An ad hoc subcommittee or task force may be appointed by the Chairperson to address specific issues or investigate and report on specific subject areas of interest to the TSMO Committee.
- D. Designation of representatives to each of the ad subcommittee or task force shall be made by TSMO Committee members representing that jurisdiction or agency. In the case of multiple TSMO Committee members, the designation of representatives shall be made by caucus of the members. To be a designated representative, it is not necessary to be a TSMO Committee member.
- E. Each ad hoc subcommittee or task force may appoint a Chairperson who will report the subcommittee's findings to the TSMO Committee. In the absence of a Chairperson, a temporary Chairperson shall be appointed in accordance with Robert's Rules of Order.
- F. Each meeting shall be recorded. Minutes of a meeting shall be provided upon request. A written record of actions taken shall be provided to any member or the public upon request.

Section 10. *Bylaws Review and Amendment*

- A. A bylaws review 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 TSMO by voting members or appointed alternates (provided there is a quorum) if the proposed amendment has been submitted in writing to the TSMO members with the proper notification of the meeting.

- B. These Bylaws may be altered, amended, or added to by vote of the TSMO Committee provided that:
1. Notice of the proposed changes shall normally contain a full statement of the proposed amendments.
 2. The proposed amendment(s) is/are placed on the agenda for the next scheduled meeting following such presentation.
 3. The proposed written changes shall be forwarded to all TSMO Committee members at least five (5) business days prior to the meeting at which a vote will be held.
 4. TSMO Committee members may propose relevant changes from the floor to any proposed amendment under consideration on the agenda.
 5. The TSMO Committee adopts the proposed amendment(s) by a majority vote of the members present at the TSMO Committee meeting.
- C. 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



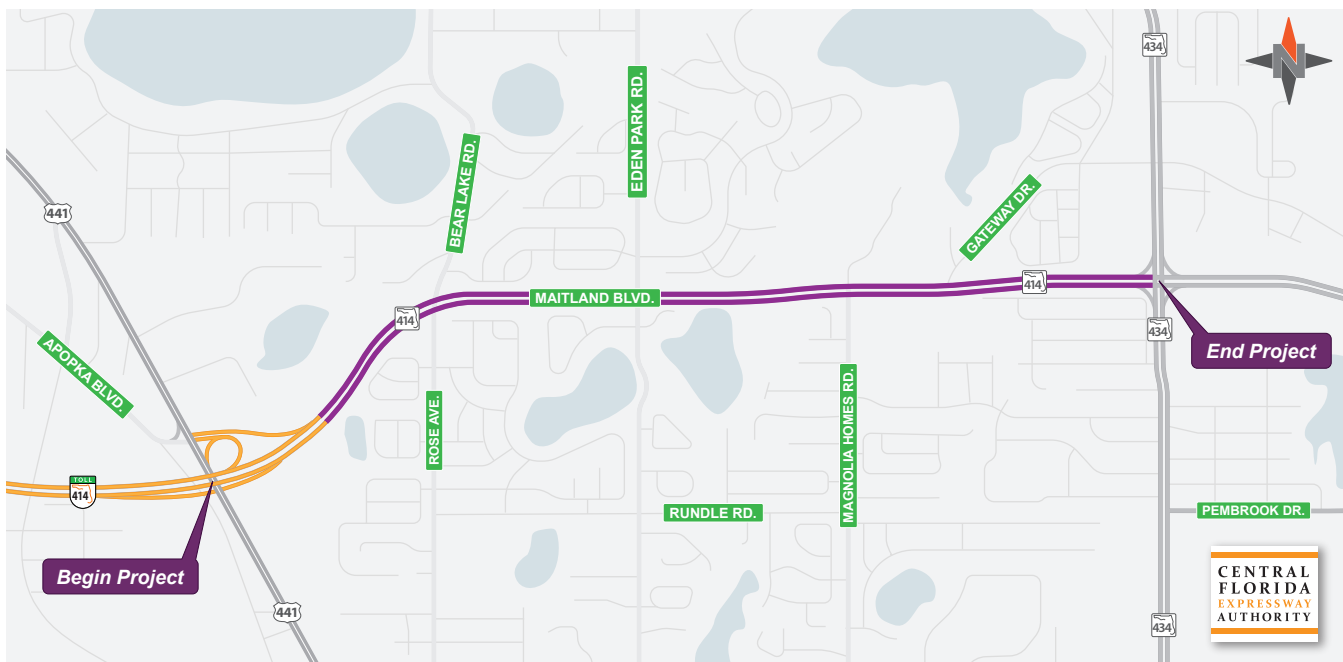
STATE ROAD 414 EXPRESSWAY EXTENSION

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

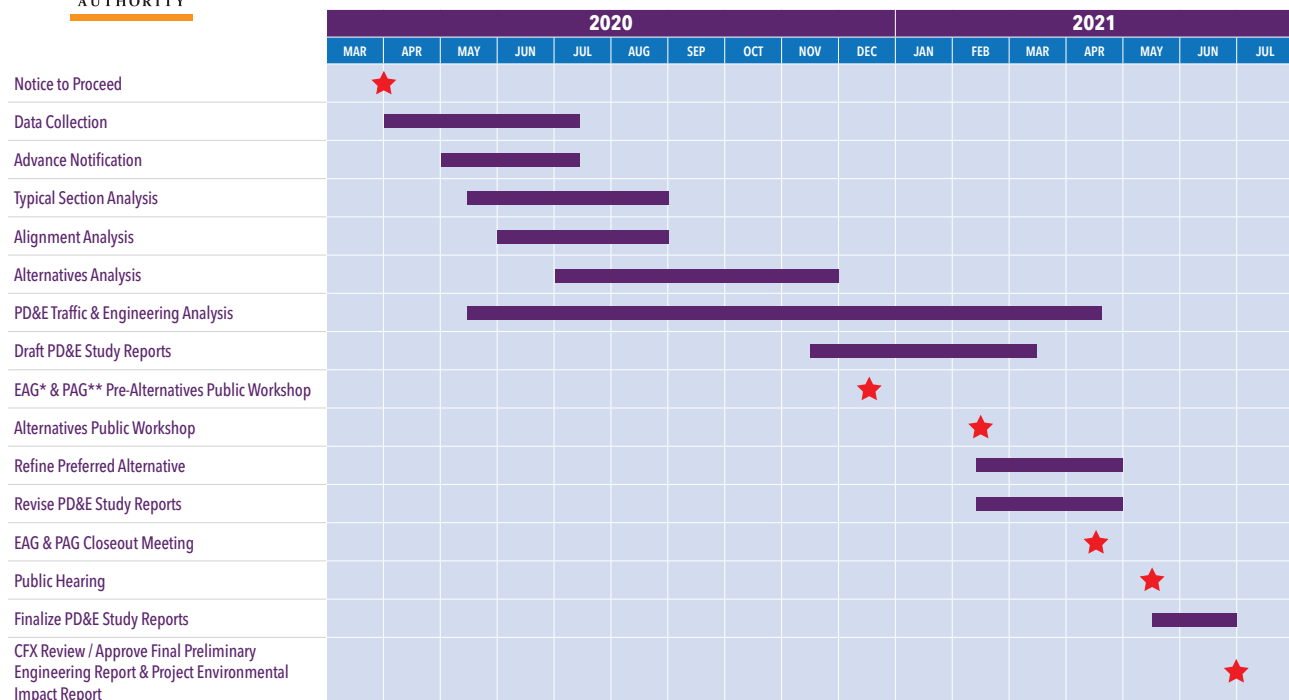
Wednesday, Feb. 10, 2021

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.